

DEC 19 1932



VOL. XIII

Registered U. S. Patent Office
DECEMBER, 1932

NO. 11

Fishermen know Rope



And when a fisherman buys the same brand of rope over and over, it is a recognized proof of satisfactory service.

There are few better proving grounds for rope than the sea. Although it is unusual, in most waters, for the ordinary Buoy Line to last through a single season—read the letter and notice the service received from Columbian Buoy Line.

This is another example of the quality and service built into all Columbian Cordage. It pays us to make the best rope and twine that is humanly possible and it pays fishermen to use Columbian products. There is not a Buoy Line on the market that will give the service and satisfaction of Columbian Copperized Buoy Line.

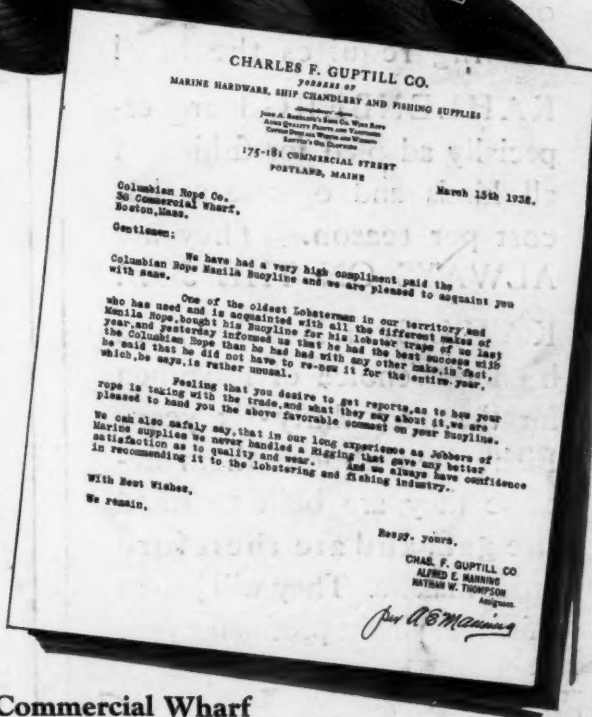
COLUMBIAN ROPE COMPANY

362-90 Genesee Street

Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans

Boston Office and Warehouse—38 Commercial Wharf



CHARLES F. GUPTILL CO.
JOURNAL OF
MARINE HARDWARE, SHIP CHANDLERY AND FISHING SUPPLIES
175-181 COMMERCIAL STREET
PORTLAND, MAINE

March 15th 1932.

Columbian Rope Co.
30 Commercial Wharf,
Boston, Mass.

Gentlemen:

We have had a very high compliment paid the Columbian Rope Manila Buoyline and we are pleased to acquaint you with same.

One of the oldest Lobstermen in our territory and who has used and is acquainted with all the different makes of Manila Rope, bought his Buoyline for his lobster traps of us last year, and yesterday informed us that he had the best success with the Columbian Rope than he had with any other make in last year, which, he says, is rather unusual.

Feeling that you desire to get reports, as to how your rope is taking with the trade, and what they say about it, we are pleased to hand you the above favorable comment on your Buoyline. We can also safely say, that in our long experience as Jobbers of Marine supplies we never handled a Rigging that gave any better satisfaction as to quality and wear. And we always have confidence in recommending it to the lobstering and fishing industry.

With Best Wishes,

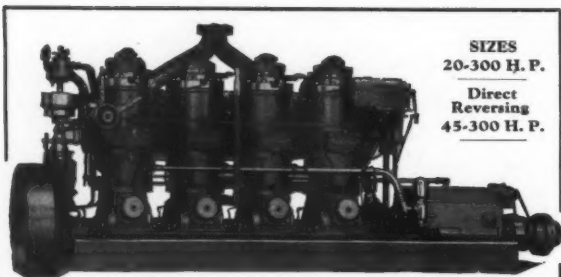
We remain,

Respg. yours,

CHAR. F. GUPTILL CO.
ALFRED C. HANFORD
NATHAN M. THOMPSON
Amptown

per A. S. Manning

COLUMBIAN TAPE MARKED ROPE PURE MANILA



SIZES
20-300 H. P.
Direct
Reversing
45-300 H. P.

LOOK AT IT THIS WAY!

GET the proper slant! You are fishing for profit. The leaders are making profits or they wouldn't be leaders. Usually it depends on the kind of equipment used.

Even the best of fishermen cannot get real production with obsolete or inferior equipment. Fishing requires the best!

KAHLENBERGS are especially adapted for fishing of all kinds and operate at less cost per season. They are **ALWAYS ON THE JOB!**

KAHLENBERGS have been the choice of fishermen for the past thirty-six years. Fishermen choose them because they are built to stand the gaff, and are therefore profit makers. They will just as effectively make profits for you.

Kahlenberg

HEAVY DUTY OIL ENGINES

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Two Rivers, Wis., U.S.A.

Netting for Every Fishing Use

**Gold Medal Cotton Nets
A. N. & T. Coy Linen Nets**



**Manila Trawls—Flounder Drags
Gold Medal Seine Twine
Burnham's Tarred Lines
Nets, Seines, Traps and Webbing
Complete line of Fittings**

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For your own personal safety, don't let anyone sell you a "cheap" rope - - and at that, the best is the cheapest in the end. From any angle you can depend upon



NEW BEDFORD CORDAGE CO.

ESTABLISHED 1842

GENERAL OFFICES, 233 BROADWAY, NEW YORK
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Hywind
TRADE MARK

REG. U.S.PAT.OFF.

KNOWN IN EVERY PORT—

Not only in the United States will you find HYDE Propellers on sale in every boating center, but in practically every port in the civilized world there is a dealer who represents HYDE. From the Scandinavian Peninsula to sunny Italy, in Rangoon, Auckland, Buenos Aires, Cape Town, the far-away Fiji Islands—in fact wherever you find motor driven craft, there you will find HYDE Propellers rendering the service that has made them known in every port.

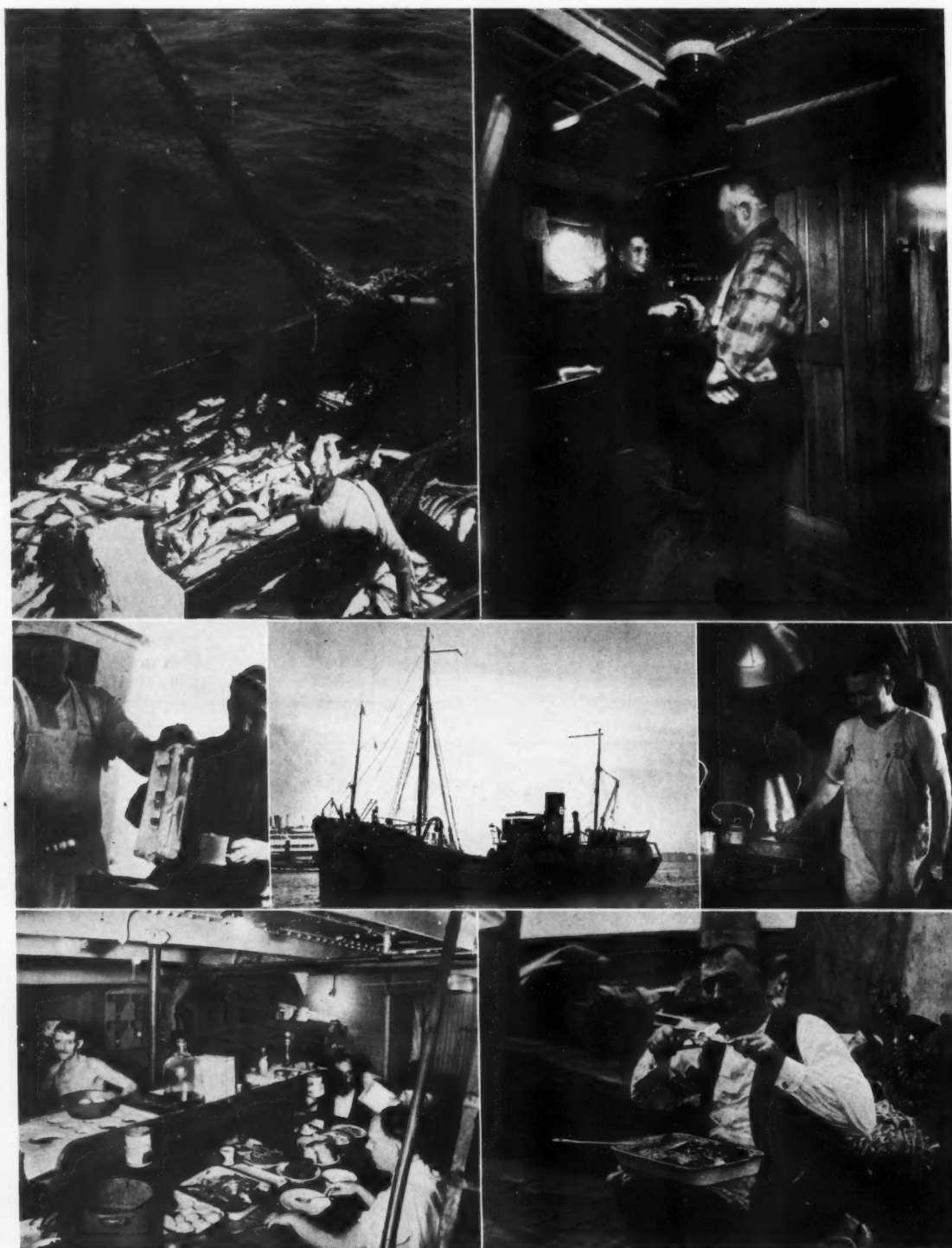
Such universal usage is not the result of chance, but is built solely on merit. HYDE is not only the leader in the United States, but is recognized as the ultimate propeller the world over.

The name of the HYDE dealer in your locality, whether it is in the United States or a foreign country, will be furnished on request.

There is a copy of the booklet "Propeller Efficiency" for you if you will drop us a postal with your name and address on it.

**HYDE WINDLASS COMPANY
BATH, MAINE**

3000 Hyde Propellers and a large stock of Shafting and Fittings ready for immediate delivery are carried by C. R. Andrews, 143 Chambers Street, New York City. Telephone BArlay 7-1873.



On Board Trawlers of the 40-Fathom Fleet

UPPER LEFT: Part of a catch of deep sea fish just netted and brought in over the side. Now they will be sorted, cleaned and packed away on ice. UPPER RIGHT: Danny Maher, aged 8, calls up his mother in East Boston from Capt. Maher's cabin. This was Danny's first sea voyage, and his mother's worry about him was relieved by the radio-telephone. LEFT CENTER: Ice cream on deck. CENTER: Trawler "Flow", equipped with radio-telephone, Winton engines, Hyde propeller, and Exide batteries. RIGHT CENTER: Here's the cook. LOWER LEFT: In the galley. LOWER RIGHT: Capt. Gus Dunski of the "Whitecap", the fish-eating skipper. He eats fish for breakfast, dinner and supper, and between meals, to which fact he attributes his health and vigor.

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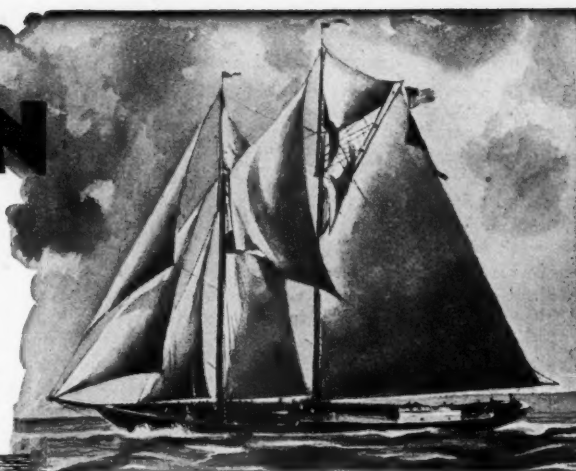
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The Future of the Fishing Industry Will be Better Than its Past

MEN who make a living from the sea are accustomed to face facts. To survive, they have to face them, with decision, with judgment, and without illusion. So we offer them no apology in presenting for their consideration some facts relating to the present economic crisis. The only way to arrive at any constructive conclusion is to consider the facts on their merits.

The first fact is psychological. When times are good, we think them better than they are. When bad, we think them worse. Good times breed unwarranted optimism; bad times, unwarranted pessimism. Each blinds us to the real merits and demerits of the situation. We can safely take it for granted, in either, that the majority opinion is excessive. Just at present, this means that we are better off than we believe.

The second fact is historical. Bad times have commonly followed great wars. In our own history, they followed the Revolution, the War of 1812, and the Civil War. The story of the panic of 1873, with its total financial and business collapse, its rioting mobs and universal despair, reads like war itself. In Europe, it has been the same. But it is just as well to notice that the world has always come out of these disasters economically, politically, and financially better off. In spite of the set-backs, there has been a steady upward progress. Our condition today, particularly in respect to the social view we are taking of it, would have been regarded as enviable within the memory of living men.

The third fact is economic. Economic factors change, like everything else. The transition from hand to machine manufacture disrupted economic conditions, and profoundly altered the social structure of humanity. The change from the old machine age to the super-machine age, hastened by the World War, has done the same. The follies of our boom times have been widely held responsible for this, but they are not. They also only hastened it, as the war did. It was coming anyway. It was foreseen by economists three-quarters of a century ago. And adjustment toward it had started before our epidemic of inflation and speculative mania suddenly landed us in the middle of it. Our production and consumption are badly out of gear, but only because they have gone beyond our antiquated systems of balancing them. We are surely no such fools as to remain permanently stupified by our astonishment at having millions in want because there is too much of everything.

And it will be easier, in the present conditions, to make the necessary constructive changes than it would be if they had been long delayed.

The fourth fact is financial. The world is in debt over its ears. It has spent more than it had, or could reasonably expect to have for years to come. But it still has its natural resources, earning power, and creative means and ability. It can do as any responsible debtor does—make its living and pay its bills, even if it takes time and the denial of some familiar luxuries. The United States is in an especially favorable position, as a self-sustaining nation. There would be a quicker recovery for a little better world feeling, yet our own is assured on any terms, short of encouraging the rest of the world to recover at our expense. But our private banking system needs a complete overhauling.

The fifth fact is political. Not, however, because politics in themselves greatly change economic and industrial conditions. The conditions are rather the cause of politics than the effects, and this we should more clearly understand. The United States is the oldest political structure on earth, and the looseness of its structure has served to preserve it through violences that would have overthrown any other. To make the looseness effective, though, it must be supported by a strong civic consciousness. We lost much of that while tripping along in silver slippers. We threw our burden on the government, where no theory of our Constitution ever meant that we should. Apparently we are not satisfied with the result, and we have nobody but ourselves to blame for that. Mr. Hoover was the victim, first of our negligence, and then of our resentment over it. It is hard on him, but the nation's reawakening to its personal responsibility, nevertheless, is a most encouraging sign.

So much for the general facts. The particular ones of the fishing industry do not differ much from those of other industries. They come from the same common causes, and will improve with the general improvement. And the general improvement we can look for, with confidence, as not far distant, for several reasons. Excess stocks of merchandise have been liquidated everywhere. Equipment needs replacement. Buying and employment are turning slowly upward. Money, feeling more secure, now that the inflation has been squeezed out of its multitudinous activities, is emerging from the cyclone cellar and passing into circulation. That is its function—it is a medium of circulation; it is the blood of the business corpus. It feeds the organs, the muscles, the nerves, the mind of business. Given a sound man otherwise, and you can only kill him with an axe if his circulation is healthy. Equally so with trade. Not a single difficulty con-

fronts it that will not yield to the growing circulation of money in constructive channels.

Best of all, the fear that checked that circulation is definitely over. And the fear, by a thousand times, was the worst difficulty. For in this panic, contrary to any of its notable predecessors, not a soul has questioned the value of the dollar or the credit of the country! Downright hysteria has done three-quarters of the damage. Men who made paper profits on stocks, spent them, and then lost them, concluded from their defeat as reckless gamblers that the world had come to an end. We have been hurt, but we have been far more scared than hurt. And it is so in every panic, till returning common sense and sober reflection release the mind to sane judgment, and the spirit to courage and new conquest.

That common sense and courage have arrived again, we have every reason to believe. Were they not becoming evident, the course of panics aforesaid would abundantly indicate that they are due. We are not going to leap back into the delirium that we lately called prosperity, and we can thank heaven for that. But we are going ahead out of this slough of despond in which we let ourselves get mired, and then foolishly allowed ourselves to sink, forgetting our ideals as a progressive nation, and the victories we have won for them, in peace and war, in a long and self-reliant history.

Among the first to feel the revival will be the fishing industry, because it is a necessary industry. Its future will be better than its past, those engaged in it will prosper, and those who supply it will find it a profitable and ready market. In the meantime, we need to recognize the importance of checking any tendency to regard honest work and rational thrift as virtues which, by some economic miracle, we can discard. We have tried to discard them, relying on the miracle, and we ought to know its worth.

The Need of Protection for the Fishing Industry

AT a meeting on November 10 of the Massachusetts Industrial and Development Commission in Boston, leaders of the fishing industry requested the assistance of this Commission in overcoming the serious conditions that exist in that industry.

E. H. Cooley, Manager of the Massachusetts Fisheries Association, explained various things that constitute such serious threats against the Fishing Industry.

The duty on fresh and frozen swordfish in the 1930 Tariff Act was placed at 2 cents per pound. This because Canada was the chief competing country at that time. Today with Japan the chief competing country, where labor is very much cheaper than here or in Canada and where the money has depreciated until today it is less than 50 cents on the dollar, a duty of 2 cents per pound is almost equivalent to no duty at all.

Japanese scallops are being sold on the Pacific Coast at from \$1.25 to \$1.35 per gallon. The Atlantic Coast dealers did enjoy a valuable trade. They secured \$3.00 to \$3.25 per gallon for Eastern scallops. This is gone. Scallops are on the Free List.

A few years ago Maine canned 1,200,000 cases of sardines. Approximately 250,000 cans were imported. Today owing to lack of insufficient tariff and depreciated currency, the condition is worse than reverse, for the present pack in Maine will be less than one-quarter of a million cases, and imports this year will be approximately 1,400,000 cases.

It was stated by Mr. Cooley that representatives of Japanese corporations had offered anything up to 10,000,000 pounds of frozen fillets to the distributors in Boston landed and available for distribution at approximately one-half the cost when American labor and conditions are considered. Since

the frozen fillet business in Boston amounts to about 15,000,000 pounds per year, this is a serious threat.

The Fishing Industry can succeed only if adequate protection is given it. It certainly cannot compete with cheap products. This applies not only to crab meat, sardines, salmon, halibut, scallops, swordfish, fillets, but to every product of the Fishing Industry, including lobsters, oysters and salt fish.

In 1931, 41,000,000 pounds of salt haddock, hake, cod, etc., were imported into the United States and its possessions. This required over 125,000,000 pounds of raw fish. If the North Atlantic Fishing Industry had had this outlet as a back-log for its production, there would have been an entirely different story to tell. Thousands and thousands of pounds of mackerel have been sold this year at less than fifty cents per cwt., yet in 1931 the imports of salt mackerel into this country amounted to over 6,000,000 pounds. Clearly there is no excuse for the importation of mackerel or salt fish of any kind when our manufacturers can secure it at such low figures.

Some months ago at the request of the Gloucester Salt Fish producers, an appeal was made under the Flexible Provision of the Tariff Law for an investigation into the cost of production of mackerel. This report, in all probability, will be in the President's hands in the very near future. It is believed and hoped that this duty can be increased, thus saving some of this market for the American producers. No difference what the manufacturer of salt fish may wish to do in regard to buying his raw material from American producers, he is forced to compete in the retail market with the importer who brings in the foreign product, and it is economically impossible for him to continue in business with a higher cost for his product which must compete with that which is imported and distributed in the same retail markets.

The Massachusetts Fisheries Association is responsible for securing what was considered adequate protection in 1929 and 1930, but owing to the depreciation of the currencies of competing countries, and to the new competition from Japan, Russia and others, the existing tariff rates are totally inadequate, if not entirely negated by the depreciation of currencies.

Expert testimony was given that the Industry, under existing conditions, was automatically held back from recovery until all of the competing nations went back on the gold standard, or this Nation placed an embargo on foreign products, increased the tariff, or made an adjustment which would make up for the depreciation of these various currencies.

Charles Fauci, who operates two trawlers, spoke on the need of increased tariff on fish of all kinds, stressing the importance of an increase in the tariff on salt, smoked and cured fish, stating that there was an over production in this country. Mr. Fauci said the heavy importations had worked havoc on the American vessel owners who were unable to sell their fish at a profit; therefore, the fishermen on their vessels have not made money enough to subsist on. He also mentioned the need of protection for the great American lobster fishing industry which furnishes employment for thousands of people.

Capt. Val O'Neil, of the Fishing Masters' Association, spoke on the need of tariff protection on all kinds of fish, particularly salt fish, which has heretofore furnished a splendid market for the vessel owners when the fresh fish market was crowded.

John A. Fulham, J. J. Lamere, A. L. Parker, and other representatives of the industry also addressed the Commission.

The following joint committee has been appointed to recommend a program of relief for the fishing industry: Dr. Arthur W. Gilbert, Commissioner; Frank S. Davis, Maritime Association, Boston Chamber of Commerce; Charles Fauci; Captain Val O'Neil; Bartholomew Whalen, R. O'Brien Co.; Bernardetto Romano; Capt. William E. Westerbeke; Representative Ernest J. Dean; C. J. Halligan, Jr., O'Hara Bros. Co., Inc.; E. H. Cooley, Massachusetts Fisheries Association; Captain Ben Pine, Atlantic Supply Co.; B. F. Collins, J. A. Stubbs Co.; Attorney G. L. Wilson; Robert J. Watt, Commissioner; and Max Shoolman, Commissioner.

Boston

Trawler "Flow" Catches Cod for Gov. Ely

THE beam trawler *Flow*, one of Boston's Forty-Fathom fishing fleet, arrived at the Fish Pier, December 7, from Georges Banks with a catch that included a trio of the largest codfish ever seen at Boston. Each of the fish tipped the scale at 100 pounds, and they were scooped up in the trawl, December 1. News of their capture was telephoned in on the vessel's ship-to-shore telephone by Samuel Curtis, Jr., radio technician, who was on board as a special observer.

In one of his conversations by telephone from out on the fishing grounds, Curtis talked with Governor Ely and informed the latter about the mammoth codfish. On behalf of the owners of the *Flow*, Mr. Curtis offered the chief execu-

on board during a furious Northeaster. Unable to operate the nets, Capt. Michael Shea decided to make for port, and despite the gale and heavy seas, he brought the trawler in safely.

Lost Portion of Mainmast

The schooner *Mary DeCosta*, of the O'Hara fleet arrived at the Fish Pier on November 22 with a broken trip as a result of her mainmast being carried away. She dipped into a heavy sea and the stick broke off about a third of the way down. The stays held the broken part in place, but Capt. William Devine decided to make for home and reached port unassisted.

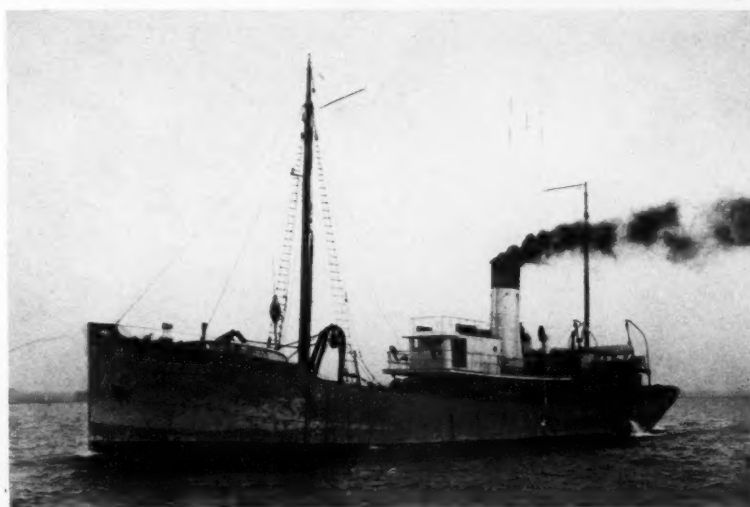
Trip Cut Short

The beam trawler *Cornell* arrived at the Fish Pier on November 24th after having cut short her stay on the fishing grounds, because of the death at Quincy of the wife of Eldridge Nickerson, chief engineer.

Pilot Fish

The mackerel seiner *Santina*, Capt. Gus Tassanisi, which ar-

The beam trawler "*Hekla*", owned by Captain Magnus Magnusson, of Boston. Photo, courtesy Columbian Rope Co.



tive one of the fish, and the latter accepted. Accordingly, he was presented with it at the executive chambers in the State House by a delegation of company officials and Capt. Christopher T. Ness, the skipper.

"Hekla" Back from Maiden Trip

The beam trawler *Hekla*, recently purchased by Capt. Magnus Magnusson, has completed extensive reconditioning at Green's Yard, Chelsea, and was given a trial spin in Boston bay on November 15th. After adjusting compasses, the *Hekla* returned to the repair yard to receive finishing touches.

On November 18, she arrived at the Fish Pier to take on supplies, and sailed that day on her maiden trip to the fishing banks, returning November 29.

Referring to the *Hekla*, Capt. A. Bjartmars, of the *Notre Dame*, and Capt. John Asgierson, of the *Fordham*, tell us that the name of Capt. Magnus Magnusson's new vessel is also the name of one of the largest and most beautiful of the Iceland Mountains, over 6,000 feet in height.

Radio Talks

An interesting address was given on Friday morning November 25 on the "Value of Cold Storage", over Station WBZ, by Louis M. Beeten, General Manager of the Commonwealth Ice & Cold Storage Co.

John A. Fulham recently talked from Station WBZ on tinker mackerel.

Winch Damaged

Among the arrivals at Boston on November 11 was the beam trawler *Ebb* one of the Bay State Fishing Company's fleet. She was obliged to cut short her trip to Georges because of damage done to her winch when a heavy sea broke

rived at the Fish Pier on November 25, brought in a small fish resembling a pilot fish, which was caught in the mackerel net off Eastern Point. The fish was about eight inches long, weighed half a pound and was black in color with light on the under side of the body. It was of the species of fish that swim ahead of whales. Capt. Tassanisi said it was the first of the kind he had ever seen. It was sent to the biological station at Cambridge for identification.

Advance Nautical Equipment Co.

The Advance Nautical Equipment Co., have been appointed agents for Hydrographic charts and books. They report much interest in the new Ritchie Dialine compasses for fast boats, and in the new Ritchie Globe compass, underlit, for fishermen.

Marine Equipment Co.

C. E. Brown, of the Marine Equipment Co., 131 State Street, Boston, is the New England distributor for McIntosh & Seymour engines and Hall-Scott engines.

Old Colony Lobster Co.

The Old Colony Lobster Co., recently opened for the wholesaling and retailing of lobsters in their new up-to-date plant in Dorchester, under the management of Hewitt & Richardson. Four tanks with pipe lines extending 900 feet to the channel keep 5,000 pounds of lobsters in splendid condition for the wholesale and retail trade.

Paul's Lobster Co.

Another new lobster company was opened last month known as Paul's Lobster Co., located on Northern Avenue, Boston. Paul Surrette is the proprietor. The lobsters are kept in the store in large wooden tanks, into which sea water is pumped.



Captain Ernest J. Parsons, skipper of the "Lark" of the O'Hara Bros. fleet, Boston.



Captain Michael Foley, skipper of the "Vandal", owned by Capt. William Westerbeke, Boston.

Vessel Landings for November

Adventure	120,300	Holy Cross	238,000
Alpar	72,500	Illinois	158,000
Alvan T. Fuller	47,000	Imperator	120,600
Amberst	290,000	Ingomar	28,500
Andover	89,500	Isabelle Parker	73,000
Andrew & Rosalie	43,000	Joffre	169,500
Arthur D. Story	106,000	Katherine F. Saunders	93,000
Babe Sears	105,300	Killarney	161,000
Boston	180,000	Lark	153,500
Boston College	208,000	Laura Goulart	72,500
Breeze	198,000	Leretha	64,200
Brookline	224,000	Magellan	47,600
Cape Ann	105,600	Maine	64,000
Carrie S. Roderick	102,500	Marie & Winifred	42,300
Corinthian	101,900	Maris Stella	153,500
Cormorant	225,000	Marjorie Parker	43,500
Cornell	137,000	Mary A.	24,000
Dacia	39,400	Mary & Julia	160,200
Dartmouth	154,000	Mary DeCosta	59,000
Dawn	91,600	Mary E. O'Hara	114,400
Desire	8,000	Newton	179,700
Donald	99,500	Notre Dame	288,500
Dorchester	173,500	Ocean	209,000
Doris F. Amero	78,500	Olivia Brown	133,400
Ebb	179,800	Patrick J. O'Hara	75,000
Edith C. Rose	101,000	Pollyanna	62,500
Edith L. Boudreau	113,000	Quincy	171,000
Elk	53,500	Rainbow	73,500
Ellen T. Marshall	144,000	Raymonde	47,500
Elvira Gaspar	135,300	Reliance	21,300
Evilina M. Goulart	42,800	Rhodora	102,000
Evelyn G. Sears	57,000	Ripple	86,000
Exeter	60,300	Rita B.	111,600
Fabia	95,800	Ruth and Margaret	100,000
Flow	201,500	Ruth Lucille	68,000
Foam	207,500	Saturn	116,000
Fordham	250,000	Shamrock	180,500
Frances C. Denehy	151,100	Shawmut	156,500
Francis J. Manta	45,200	Spray	173,500
Funchal	15,500	Teazer	56,000
Georgetown	192,200	Tide	70,500
Geraldine & Phyllis	86,800	Trimount	109,000
Gertrude DeCosta	131,500	Vagabond	124,000
Gertrude L. Thebaud	113,000	Vandal	80,600
Gertrude M. Fauci	99,200	Venture II	109,700
Gertrude Parker	96,100	Waltham II	21,800
Gossoon	135,000	Wanderer	254,500
Governor Al. Smith	27,000	Whitecap	146,500
Hekla	55,000	Wm. J. O'Brien	216,000
Helen M.	40,000	Wm. L. Putnam	20,500
Henrietta	83,900	Winthrop	138,000
Hesperus	115,100	Yankee	84,800

Long Island Fishermen

By J. R. Leonard

EARLY in November Brooks Brothers—Richard, Elliott and Frank Brooks,—who have seines and traps set in Long Island Sound off Orient, made a record haul of the small butterfish which have been abundant in the Sound recently. When their traps were emptied of the huge catch of fish that threatened to damage the nets, it was found that there were 188 barrels and 92 boxes of these fish.

James Davis, a Greenport fisherman, recently caught about 12 boxes of very large butterfish which sold at a good price in the New York market.

Washington White Buys Legion Post Building

Washington White, one of Greenport's most progressive business men, who last September sold out his oyster business and oyster plant at the foot of Ludlum Lane, to R. M. Utz & Sons, and who opened a fish market in the Legion building at the foot of Main Street, has purchased the property.

Mr. White will occupy the entire ground floor of the building. The half of the store now occupied by Harry Fiske as a plumbing shop, will be used by Mr. White as a fishermen's store, where nets, fish lines, and all kinds of fishing equipment including bait, will be on sale for the convenience of anglers and commercial fishermen. Mr. White will continue to use the half of the building which he now occupies, as an up-to-date fish market.

Fish Pounds Badly Wrecked by Storm

The severe storm which swept over Long Island on Wednesday night, November 16, caused considerable damage to the ocean pounds of the fish companies which operate from Sayville and Islip. Three nets belonging to the Long Island Fish Co., were completely destroyed and lost, several of the large stakes were cracked off and many others were displaced, causing damage estimated at several thousand dollars. As the fishing season is drawing to a close the men decided not to replace the nets this Fall in view of the expense involved. The pounds belonging to the Sunrise Fish Co. and the Live Fish Co., were likewise badly damaged by the storm.

Explosion Wrecks Sloop

Capt. Frank Bumble, and his mate L. Stepnoski, both of Greenport had a narrow escape from drowning when their auxiliary sloop *Echo* in which they were scalloping off Jessup's Point in Peconic Bay, shattered by a gasoline explosion, caught fire and burned on November 14. Fortunately for the two men, the sloop *Edith*, Capt. Howard Foster, and the oyster boat *Grace Fordham*, Capt. Fred Booth, who were working nearby came to their rescue, the *Echo* carrying no small boat in which the men could have made their escape. The *Echo*, a 38 ft. auxiliary sloop, equipped with a 14 h.p. Palmer motor, was owned by Washington White, local fish dealer.

Gloucester

Gorton-Pew Fleet of Haddockers the Largest Ever

By E. A. Goodick

THE largest fleet of haddockers to sail from any one local firm during the Winter season is being made ready by the Gorton-Pew Fisheries Co.

It is the largest fleet ever to sail from that firm, as ordinarily the concern would send one or two of their fleet Winter haddocking, and use the rest for dragging, but facing the fact that it has got to be trawling from now on, every dragger has been hauled out and stripped of her gear and is being made ready for haddocking.

The schooners of the Gorton-Pew fleet now engaged or to be engaged in Winter haddocking are the *Imperator*, *Rhodora*,

victim of fire which broke out while the craft was being towed to harbor by the Coast Guard cutter *Jackson*. The members of the crew and Capt. Joseph Rocha, were landed in the harbor by the cutter *Cayuga*.

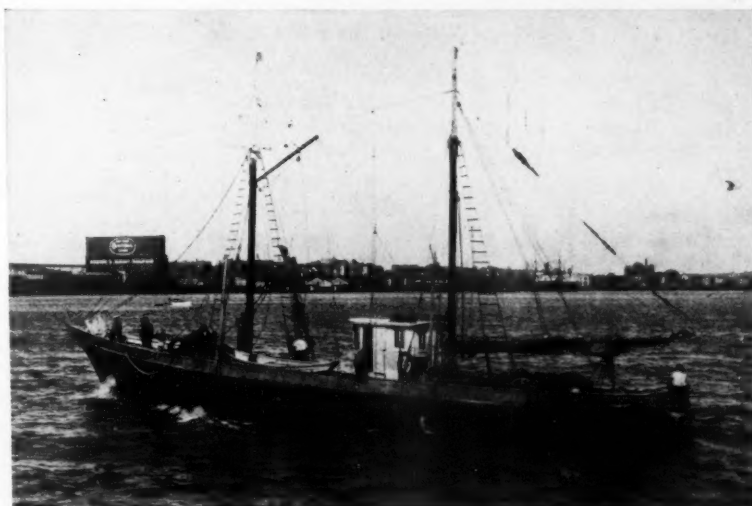
While she was being towed to port, black smoke and flames began to arise from the engine room and the destroyer came alongside to help battle the blaze.

So fiercely did the *Roderick* burn that time and again the two Coast Guard craft had to get away from the craft to keep out of danger. At a few moments before 5 o'clock when it was seen that no power could extinguish the blaze Coast Guard craft withdrew and the *Roderick* sank with a hissing sound as salt water smothered the flames.

"Imperator" Gets Nice Fare

After a two weeks' trip out to La Have Bank, the Gloucester fishing schooner, *Imperator*, Capt. Jack Brown, arrived at the Fish Pier on November 24th with 58,000 pounds of groundfish, mostly cod and haddock. Out of her 14 days, eight were lost, and most of the catch was taken in the last three days. For

The "Linta", owned by Frontera Scola Vessels Co., Gloucester, Mass. She is 93.6 x 17.5 x 8.7, and is powered with a 140 h.p. Wolverine engine and equipped with Edison batteries.



Elk, Killarney, Catherine Burke, Mary F. Curtis, William L. Putnam, Corinthian, Pollyanna and Ingomar.

Famous Gloucester Mariner Dies

Capt. Howard Blackburn, fisherman, adventurer, benefactor and one of the foremost of Gloucester mariners of all times, died Friday, November 4th, after a final illness of about two weeks. He was in his 74th year.

A year and a half ago Capt. Blackburn was honored by the Cruising Club of America when a portrait by Margaret Fitzhugh Brown of Boston, was presented and unveiled in the rooms of the Gloucester Master Mariners' Association. There a beautiful life-sized likeness hangs in memory of a daring and courageous seaman who will be remembered for all time.

Nearly 6,000 persons including notable residents, fishermen, and captains of Gloucester attended the funeral services for Capt. Blackburn, on November 7.

A cortege of representatives of the American Legion, Veterans of Foreign Wars, Master Mariners' Association, Fishing Masters' Producers Association and the Coast Guard, marched from the headquarters of the Master Mariners' Association to Captain Blackburn's home where D. DesLauriers, trumpeter, played "Rock of Ages".

Among the marchers were John Hays Hammond, Wilfred W. Lufkin, U. S. Collector of Customs for this area, Gilbert O'Neill and Captains Ben Pine, Marty Welch, John Sparrow and Bill Esler and former mayors Henry Parsons and William J. MacInnis, and many honorary pallbearers.

Carrie S. Roderick Burned

The Gloucester fisherman Carrie S. Roderick, launched but five years ago at Essex, lies sunk 20 miles off Provincetown, a

three full days after reaching the grounds, the vessel was unable to fish due to bad weather and the activity of dogfish which stripped the trawls and destroyed gear.

Finally, the depredations of the fish becoming so great that it was impossible to fish, Capt. Brown decided to go to Liverpool and there he spent three days, then he went to Shelburne where he spent two days, figuring that the dogfish would change their location. He was right, and after returning to the grounds, the big haul was taken in short order.

Re-entering Fish Business

William B. MacDonald has again entered the fish business, using the property recently occupied by Powers & McDonald on the wharf of the Gloucester Cold Storage Co. Mr. McDonald recently had his left leg amputated above the knee, but is staging a comeback in a business which he has followed practically all his life.

"Kathleen" now "Portugal"

Freshly painted and thoroughly overhauled, the schooner *Kathleen*, Capt. Albino Pereira, sailed for the Southward early in November to drag off the Virginia coast. Capt. Pereira, who recently purchased her, has re-named her the *Portugal*. This vessel replaces the *Amelia Pereira* which was lost about a year ago.

Dragger Has Thrilling Experience

The dragger *Doris F. Amoro*, Capt. Nels Amoro, arrived from Boston on November 28 with 7,000 pounds of sole, with a harrowing tale of being hove down on Georges.

While the vessel was fishing on North Shoal, a 20 mile stretch of shallow ground, the wind began to blow hard from the Northeast. The skipper decided that he would go on



One of the Star Fish & Oyster Company's boats, Mobile, Ala.

deck and get his bearings but before he could do so there was a sudden rush of a mountainous wave and the *Amero* heeled over on her beam. Gallows went into the water, and the fare of fish and other articles on one side, slid down to the other.

Capt. Amero said that she kept going down until he felt that everything was over. He couldn't get on deck on account of the craft's list, and the gang forward in the forecabin all shouted that the vessel had collided with some other craft.

The vessel still kept going down to leeward, and just as suddenly as she heeled over, she came back on an even keel.

The skipper and crew took stock of the damage and found that the pilot house containing the skipper's son and Michael Crowe, had been almost completely wrecked and that the heavy cast iron sheathing on the port side, placed there to protect her planks from her dragging doors, had been broken and ripped from its fastening.

Mackerel Netter Lost 60 Nets

The schooner *Desire*, one of the fleet of local mackerel netters, came home on November 18th minus 60 of her nets which parted while the craft was fishing 22 miles East by South of Eastern Point.

On November 20, Capt. Percy Pieroway of the *Louis A. Thebaud*, while bound for the fishing grounds, picked up the string of 60 mackerel nets lost by the *Desire*. They were practically undamaged and were returned to the owner.

Craft Met Second Mishap

The fishing schooner *Ellen T. Marshall*, while on the way from the Boston Fish Pier to Green's shipyard, Chelsea, on November 28 ran aground on the Meriden Street mud flats, but was floated on the rising tide that evening by the tug *Eileen Ross*. Earlier in the day the vessel had arrived at the Boston Fish Pier leaking badly and with the pumps in operation to keep her free. In command of Capt. Albert Hines and carrying a crew of 25 men, the *Marshall* left Brown's Bank on November 26 with 60,000 pounds of fish for the Boston market.

Overcome by Fumes

Capt. Michael Clark, of the schooner *Cape Ann*, was overcome by smoke and was dragged to the deck, after he had sought to secure fire extinguishers when the vessel caught on fire on November 16th.

There were only six men on board at the time, the skipper and four of them on deck, with one man below. When they started the lighting plant and generator there was a sudden backfiring and the engine room was enveloped in flames.

Capt. Clark leaped into the cabin and went to the lockers where he kept the fire extinguishers. He got them out and then was overcome by the smoke. When he was missed by the crew, Michael Sutton, one of the crew, rushed into the cabin and hauled the captain into the fresh air, where he quickly revived.

Mississippi And Louisiana Oyster Plants are Active

By Anthony V. Ragusin

WITH the seafood season well under way the Biloxi factories have packed a large quantity of shrimp and a number of the factories are preparing to handle oysters, while others have shut down. Probably close to 50,000 cases of shrimp have been packed.

Kuluz Brothers, Deer Island Fish & Oyster Co., Mavar Fish & Oyster Co., and Biloxi Canning Co. are among the plants which have shut down at least temporarily. Reports from the various concerns show the following pack: Kuluz Brothers, 4,000 cases; Seacoast Co., 8,000 cases; Deer Island Fish & Oyster Co., 7,000 cases; Sanitary Fish & Oyster Co., 550 barrels. Following are those still operating on November 5—Dubaz Brothers, 150 barrels headless and cooked peeled; C. C. Co., 500 barrels or more raw shrimp; DeJean Fish & Oyster Co., 7,500 cases; Star Fish & Oyster Co., 400 cases, 300 barrels, 2,000 gallons of cooked shrimp and 150 cases dry pack for shipment to Mexico.

The majority of the fleet during November was catching shrimp for the raw trade. Several carloads were shipped from the raw dealers' plants. The shrimp were plentiful and were of from fair to large size. Some splendid catches were made, some boats catching as much as 20 barrels a day. In some instances the drags of the trawls netted so many shrimp that the nets burst under the heavy weight as they were being lifted into the boats, many being lost.

Oyster Plants in Operation

The Pass Christian plant of the Dunbar Dukate Company began operations November 8 with several hundred employees on hand for the first day's operation. The oysters that are being packed are ones that were brought into the plant prior to the controversy with the Pass Christian Oystermen's Association regarding prices.

Hart Chinn, leasee and operator of the plant, said that unless the oystermen are willing to work for the prices that were agreed upon at a meeting of the oystermen's association he would move machinery and equipment to Violet, La., where the Dunbar Dukate Company owns another plant which has been placed at his disposal.

The Dorgan-McPhillips Co., also at Biloxi, is packing oysters. The oysters are in good condition and of fine flavor. Those brought in have been from Louisiana waters, the Mississippi reefs not being opened to dredging. The Dorgan-McPhillips Co. has been packing between 800 and 900 barrels a day, three or four days of the week.

Fishermen's Meeting

The Biloxi fishermen's organization met on November 5 at the Pizatti pavilion for the purpose of accepting the charter of incorporation of the organization.

Captain Mike Glavin was elected Vice-President of the Biloxi fishermen's organization in place of Matre Pitalo, who resigned.

Houma, La.

The oyster and fish industries of Houma are showing signs of trade revival as a result of the cold snaps that have occurred recently.

Since the establishment of concrete highways, large quantities of Houma oysters are distributed throughout Louisiana and Texas by means of trucks, which take the oysters directly from the shucking plants. Trucks also are handling much of the fish output, getting their supplies from the fishermen themselves by means of the highways which run almost to the sea.

So far most of the "raw" shippers have not lost anything from this season's operations and if there is a continuation of cold weather, it is probable that the demand will increase sufficiently to enable the shippers to show a profit at the season's end.

Florida

Winter Shrimp Season Begins With Increase in Fishing Activity

By H. L. Peace

WITH the Winter season of the Florida shrimp industry in full swing, fishing activity along the East coast area has shown an increase. At Fernandina, the catches were heavy up to the latter part of November when a Northeast storm stopped all fishing and damaged many boats of the shrimp fleet. Boats have returned with average catches of 20 and 30 bushels of medium prawn running 24 to 28 shrimp to the pound, and the loading wharves and raw packing houses have been the scene of immense activity.

The high boat of the month was the *Sea Beam*, owned by Capt. Noble Hardee, with a catch of 100 bushels. The *Europa*, owned by Louis Fruciano, has made several 19 bushel catches, while the *Serena*, has made several 30 bushel catches.

The Charles Bassetta Shrimp Company shipped a carload of 111 barrels of raw shrimp averaging 125 pounds to the New York market. Several carloads of shrimp were also shipped by John R. Hardee and Son, during the month.

The largest run of shrimp in many years was witnessed at Fernandina two days before the storm, the John R. Hardee & Son Shrimp Company handling 2,000 bushels of shrimp, the catch of 21 boats in three days. Some 60 boats now operate at Fernandina, several of which have returned from Northern waters in preparation for the large run of shrimp.

Dealers now operating in this city are: Charles Bassetta, John R. Hardee & Son, Fishler Prawn Company, Tom Clark, and S. Litrico.

At St. Augustine catches have been fair, with some 90 boats operating from this center. John R. Hardee & Son maintain a raw packing house in this city, operating 23 boats.

Join Shrimp Fleet

The shrimp boat, *Charope*, 48 feet, owned by H. L. Horton, of New Smyrna, joined the shrimp fleet at Fernandina on her return from Georgetown, S. C. She is powered with a 50 h.p. Standard Diesel.

The *Mary Margaret*, Captain Earl Webster, returned to Fernandina from Charleston, S. C., during the month.

New Fish House Being Constructed

At New Smyrna preparations for shrimping activity are being made; construction has begun on a new fish house for William Lourcey. The site of the new building is located on Canal Street and construction was expected to be completed the first of Dec.

Boats Being Equipped for Winter Season

Boat owners are equipping with new netting, tow lines, batteries, stoves, propellers and necessary gear. Many of the boats powered with gasoline engines are installing Sorenson's new Porcupine Fluid heater, used in converting a gasoline engine so as to burn distillate oil, the same as a Diesel.

The *East Coast*, 43 ft., owned by S. F. Anderson at Fernandina, and powered with a 30 h.p. Atlas Imperial Diesel engine is being equipped with new piston rings and fuel tips.

The *Dream*, 42 ft., owned by Hansen Bros., of St. Augustine, has installed Sorenson's new Porcupine Fluid heater.

The *Atlas*, 42 ft., skippered by Capt. Alva Gallaway, was on drydock at the Nassau Shipbuilding & Engine Company at Fernandina last month. She received new planking and painting. The *Atlas*

was recently equipped with a new Ederer shrimp net, Plymouth rope, Whitlock tow lines and special tarred Whitlock net rope.

Yawns to Aid Oyster Industry in South

Enforced yawns, induced on oysters through a mild application of harmless narcotics, may play an important part in the development of a greater shell-fish industry in North Carolina, Florida and other Southern states. The practical value of "putting oysters to sleep", as explained by officials of the U. S. Bureau of Fisheries, who are conducting experiments at the marine laboratory at Beaufort, N. C., has a number of angles. With the relaxation of the mussel after such treatment, it was pointed out that the valves of the shell are automatically pulled apart by the pressure of the hinge so that an oyster knife can be easily inserted and the mussel severed from the shell with less injury to the meat. The new method, in addition to helping preserve the meat without injury also gives promise of developing a less expensive method of shucking the bivalve. It may also be of further value, as the medium employed inhibits the growth of spoilage organisms and leaves the meat in better condition for shipment.

Shrimper Sinks During Storm

The shrimp boat, *Nepenthe*, owned by Capt. Goodwin of Fernandina, sank during a heavy Northeaster when she broke loose from her mooring in the Amelia River, Nov. 26. The boat was later towed to dock where she again sank and has not been raised.

Fernandina

The Standard Hardware Company is the representative for Ederer netting, Plymouth cordage, Henderson & Johnson Copper bottom paint, and Woolsey's paint.

Savannah, Georgia

Frank C. Matthews reports a fair business in black fish, red snappers and spotted trout.

Brunswick, Ga., Shrimp Strike Is Settled

The shrimp fleet, inactive through a disagreement with buyers over prices, went back to sea under the promise of two cents a pound for the catch.

More than 150 fishermen were idle pending the outcome of the argument when a reduction in the prices paid was protested. Shrimpers agreed to observe a holiday until the old price of \$1 a bushel was back in effect. The decrease was to 75 cents.

Upon assurance from the majority of the buyers that they would be paid not less than two cents a pound for the shrimp, the fishermen called off their holiday and decided to resume operations.



Some of the John Santos fleet at St. Augustine, Fla., among which is the "Clementina", one of the largest shrimp boats in the world.



Oyster fleet in Crisfield Harbor, Maryland.

Virginia

Fishing Ports Busy With Trawlers Landing Good Catches

By Sandusky Curtis

WITH the return of Winter weather the trawling activity off the Virginia Capes has started up once more with large quantities of fish being caught and sent to markets through Norfolk, Portsmouth, Phoebus, Hampton and Newport News. The trawlers from Gloucester, New Bedford and Long Island are in local waters in large numbers for the Winter trade, the initial survey of which indicates good business.

Portsmouth

There is no lack of activity at Isaac Fass' in Portsmouth. In addition to Fass' own fleet, there are many other boats that come in with their varied supplies of fish from the Virginia Capes.

Phoebus and Hampton

At Phoebus there is a burst of speed as the Fall season gets under way with business prospects good. L. M. Newcomb continues to be the central figure in the fishing realm there, and in Hampton there is a buzz as the trawlers land at Darling's docks.

Norfolk

Once more is seen in Norfolk the familiar sight of large truck loads of ice going down to the wharf at the foot of City Hall Avenue, which is being used again as the unloading depot for the Cold Spring Supply Company of Wildwood, N. J. The trawlers are arriving in increasing numbers as the season gets under way, and hundreds of boxes of fish have been shipped from here to outside markets.

Gwynn's Island Packing Plants Begin Operation

Nearly fifty men and women were examined recently for employment in the big packing house of the Atlantic and Pacific Tea Company and the plant of the Gwynn's Island Operating Company at Callis Wharf. The men will shuck oysters and the women will pick crabs.

Both plants are ready for operation after several weeks of preparation, during which modern machinery has been installed and all facilities for packing crabs, oysters, fish, fishroe and other seafood products. Both plants are under the same roof in the big building which is the property of the Gwynn's Island Operating Co. The A. & P. plant is under the manage-

ment of A. S. Beattie. This plant will buy and pack shell fish for the A. & P. Stores located in all parts of the United States.

The Gwynn's Island Operating Co. will handle crab meat and herring roe, much of which will probably be taken by the A. & P. organization. This plant is in charge of J. B. Donovan.

Big Drum Caught in Northern Neck

A world's record catch has been made by a Northern Neck fisherman in Virginia waters recently.

The fish was a black drum weighing 110 pounds and was 4 feet, 10½ inches long. The former world record for a fish of this species caught with hook and line was 90 pounds, and it was caught in 1925. The biggest drum ever caught in nets weighed 146 pounds.

The giant fish was caught by Thomas H. Jenkins, of Coles Point, Westmoreland County.

Crisfield

Packers Make Record Shipments of Oysters

By Edward Bowdoin

THOUSANDS of watermen greeted the opening of Maryland's major oyster season when dredge and scrape boats began work on the various natural rocks, beds and bars, in the Chesapeake.

For five months these dredgers will have the opportunity of harvesting bivalves and marketing them, here and at other points along the bay watering centers.

Inspectors assert the oysters are in excellent condition and will have a saltier tang than in recent years due to the increased salinity of the waters.

Packers Make Large Oyster Shipments

All records in the shipment of oysters from Crisfield were broken during November when the B. C. & O. steamer line, the Pennsylvania Railroad and truckers of the city daily conveyed thousands of gallons of the bivalves to the markets.

So large were the pre-Thanksgiving orders that shuckers at a number of the packing houses of the city were compelled to work in shifts, and oysters, for several days, were being opened at all hours of the day and night and shipments being made as fast as adequate facilities could be provided.

"H. W. Ward" and Cargo Lost

While crossing Tangier Sound, during the severe wind and rain storm on Tuesday, November 8, the power boat *H. W. Ward*, with a cargo of four hundred bushels of oysters, enroute to Crisfield, was swamped by the high seas and sank off Terrapin Sand Buoy.

Allison P. Ford

Allison P. Ford, age 65, died at his home in Crisfield, on November 26, as the result of a stroke of apoplexy.

Prominent years ago as a member of the Dryden-Tawes organization, Mr. Ford was considered among the leading Republicans in Maryland; he was the organizer and manager of the A. P. Ford Company, seafood cannery and packers, with plants and offices in Crisfield, North Carolina, and numerous other points in the South; and for a number of years was one of the leading figures in the business life of the city.

Oxford, Maryland

A. B. Harris, wholesale seafood dealer, specializes in oysters, crabs and crab meat. Mr. Harris is also a manufacturer of ice.

The Vineyard Fishermen

By J. C. Allen

TAILING right on to the quarter-cleats of our last month's report from four to forty fathoms in Marthas Vineyard waters, the Wheelhouse Loafer who holds down the office of longshore scribe hastens to make fast a second edition of the same brand.

Say what you please, the wisest of the old-timers maintain that the depression is well astern of us and the country has been made safe for the Democrats at last, which may be the answer to the whole darned question. Anyhow, the Vineyard turned out and polled the biggest Democratic vote in its entire history of close on to three hundred years, and while all this was going on there was a Nothe-easter steaming along the coast that shook the very ground-tier of ballast underneath the hills. Talk about omens! The damned depression had to have its flurry just the same as a sperm whale.

Since that time, and even before, things have been looking up. There have been a few minor panics and scares, but its just like lightening a ship in a blow: she settles, but every time she rises, she goes a little higher.

Fish Very Plentiful

Starting in at the beginning of the past month, fish ran heavy. The blackbacks and yellow-tails continued as plentiful as they had during the month before. But some cussed sympathizer of the Communists or possibly it was some other outfit, got in a touch of dirty work and numerous trips of fine-looking fish were landed and scrapped because they were dosed from garboards to gunnels with that famous, old carbolic flavor.

Carbolic acid, creoline and similar drugs are great stuff for gurry sores and cuts, but old Vox Populi dislikes exceedingly to shovel any such seasoning into his craw. In consequence of which there was a wild cry raised around the markets and the retailers places were filled with ultimate consumers demanding their money back.

Well the gang quit scooping the yellow-tails, they being the only species effected, and pursued the black-backs and other varieties of finny fish. But the black-backs staged a fade-out about that time, and prices mounted in a manner so doggone normal that even though the fishing luck was bad, the boys grinned and called the signs good.

And it was so. The blackbacks haven't struck on since alongshore, but the supply of iodiform has run low among the yellow-tails and they can be marketed once more.

Cod

Cod struck, and struck well, and the boys have been busy with their hand-lines. Capt'n Ed Dalen, Menemsha navigator of the deep, has steamed half-way to Portugal and come home with the bacon. Cod have been bringing the best prices since the last Republican administration took office, believe it or not, and at least thirty-five per cent run to steakers around the Vineyard, while the markets don't run to one scrod in a bushel. Such is the reward of virtue.

Haddock-Picking Up

Just at the time of this writing the haddock have begun to pick up, and these fish are good stock. But it seems that there is a wire crossed in the system, for the Vineyard supply of haddock run to juvenile sizes. Still and all, things are not so bad.

Trap Fishing

The traps have had streaks of luck off and on. There is still twine overboard as this report is written. Probably it will be ashore and housed by the time this gets into print. But the boys paid expenses and then some with the run of butters and small mackerel that they have picked up during the month. Our butters ran to larger sizes than common too, and the market acted just like old times.

Good Scalloping

Just now, at the after end of the month, the Vineyard is getting its first touch of Winter with a reading of about twenty-five to twenty-eight on the thermometer. It rather curls up some of the more delicate residents, because previous to



The "Althea and Louise". After piling up on Hen and Chickens reef in Vineyard Sound she plunged to the bottom on December 5, while her crew rowed ashore. She was built by Acme Boat Co., Central Village, Mass., for Captain Albert Cambra, and was equipped with Bridgeport motor, Hyde propeller, Willard batteries, and Hathaway hoisting clutch, stuffing box and stern bearings.

this, the weather has been very Summerish when it wasn't breezing.

This is good for the scalloping though. The bivalves always bring more when the weather cools up and if the Southern run doesn't knock things galley-West in the markets, we ought to notice a difference. Prices have run very low on scallops, but we have had a tremendous supply.

Harbor Beds Opened

Edgartown opened up the harbor beds and Chappiquiddick ponds on the first and the hundred men or so who went out on the opening day, came ashore with their limit before nine o'clock in the morning. They hailed a banner set, and have said that it will take all Winter to clean 'em up. Chilmark opened up her beds, too, but the prices were so low that they quit and will work them later when things look more promising. Gay Head started in and is getting an average catch, that gives a man wages anyhow, and that's a lot.

Lobsters Shedding Again

Something darned funny hit our lobsters this past month and the critters started to shed all around and all over. This makes about four times that they have done this thing since they struck in the Spring. It's dog-gone disconcerting and there should be a law or something. Plenty of natural feed and warm water is said to be the cause of so much shedding, but the oldest inhabitants cannot recall any year since the days of Aaron Burr when the shedding was so universal at this season. Maybe the science sharks are right and what we have always called the Gulf Stream is the devilish Equator edging North. But it don't feel just like that at the present time.

Phenomenal Amount of Dogfish

Probably other localities will report this other phenomenon, but the Vineyard ought to be included as going on record against the prevalence of dogfish. Our deep-legged craft, and strangers from along the coast have been running off-shore to drag according to their regular custom. And they report the ocean bottom so thick with dogfish that they obstruct navigation. They fill the bags in about fifteen minutes and will burst the twine all to 'ell if they are not hauled in and dumped. If there are any fish there, the dogfish prevent their being taken and there you are.

Long-Shore Gossip

Precious little long-shore gossip to report at this time. All hands ashore are gunning and have no time for conversation or getting into their 'customed deviltry. The correspondent has visited Menemsha Creek six times hand-running and never saw a soul except Capt'n Ernest Mayhew, who bobbed up from nowhere and then ducked out of sight again. When we hailed him on the third appearance to find out what it was all about, he just said: "Need another barrel to put eels in," and vanished once more.

Connecticut

Interested in a New Type of Fishing Boat

By E. B. Thomas

DURING the past four or five years attempts have been made to introduce new types of fishing boats to this locality without much success. The fishing boat used around here is the result of years of experimenting and experience. These boats are for the most part deeper craft for their size than fishing boats on any other part of the coast. The reason for this being that we are lucky enough to have deep protected harbors, and fairly deep fishing grounds, so there has been no need of building a boat which must be hauled out every night on the beach or that must be shoal enough to cross harbor bars.

The boats used when dragging first began were either sloops more or less of the Friendship type or sloops and cats of the Cape Cod type. These boats were fitted with small cabins and large cockpits, the engine being generally under a box in the cockpit. The boats were steered by a wheel or tiller in the stern until some ingenious man discovered that fishing was a more comfortable occupation when the boat was steered from the companionway with a house over it similar to those used on sailing ships. Somebody else invented a chain hoisting gear and from then on nets were no longer hauled by hand. Engines became more reliable and the main mast became a derrick and moved aft from the forepeak to the after end of the trunk cabin. Cabins of the raised deck variety were beginning to appear on yachts and it didn't take fishermen long to find out that they were stronger and roomier, so, the old trunks were ripped out and new cabins were seen everywhere. New boats were fitted with them and some had the engine in the cabin. The new boats were also longer for their beam, more "barrel bottomed", and had deep keels, no reverse curve being seen in the neighborhood of the garboards. Real holds were now built under shallow cockpits and wells began to disappear. About 1922 the dragger had reached the end of its major developments and only refinements to cabin accommodations, lights, and enlargement of size were left to be experimented with.

In the last ten years the dragger has grown from a little thirty foot boat to a vessel of sixty and seventy feet long, capable of crossing the ocean in comfort, the big ones being used for dragging miles offshore and the little fellows are used for inshore dragging and lobstering, both are used for swordfishing in their respective fields. Now all of the engines are installed under the raised deck cabin forward and big roomy holds are built under the flush deck aft, the larger boats having enough depth of hold so that there is more than full headroom in the holds. Ice pens in the holds are large enough to accommodate a week's supply of ice and the larger boats take their fish direct to New York markets. The boats are not very fast, being a sort of combination tug and motor-sailer, but they do not slow down much for a heavy head wind and sea. High square sterns and high, sharp, plumb bows are the regular thing. Cabin accommodations equal those of the more moderate priced yachts and the engine rooms are fitted with the most up to date machinery and tools for repairing that machinery.

The writer considers this the opportune time for somebody to introduce a fishing boat which would beat to windward fairly well under sail, have sufficient power for ordinary dragging, good accommodations for crew, machinery, and fish, and also be a cheap model to build.

A good designer ought to be able to produce a boat embodying the economy of the old sloops and the handiness and comfort of the modern dragger. The boat should be an easy hull to drive under power and sail, and there should be no reverse curve or hollow keel as it is sometimes called as it adds considerable expense to the cost of building.

Maine

Sardine Packers Optimistic for Next Season

By Alfred Elden

FRANK P. Washburn, Maine's Commissioner of Agriculture, gives ATLANTIC FISHERMAN this statement concerning sardines this year.

"A feature article in a recent issue of the trade magazine 'Olive Oil' purporting to have been written by DeWitt C. Reed and entitled 'The Truth About Maine Sardines', has aroused the interest of many users as well as packers of this important product of Maine's shore town. Admittedly propaganda for olive oil and other foreign interests this article, which has been widely read and, to some extent quoted, so misrepresents the true situation as to invite criticism and denial by lovers of fair play and honest consideration of a valuable output of American labor and enterprise.

"In the article in question we are informed of many conditions which we knew not of and which will be denied by the thoughtful investigator. For example quoting from Mr. Reed's publication 'Maine depends almost entirely on Canada for its raw material.' Had the writer found access to the record on file in the Division of Inspections of the Maine Department of Agriculture he would have been informed that, of the raw material, or fish, entering into the manufacture of sardines packed in Maine to date in the season of 1932, 54,199 bushels or 17.6% came from Canadian weirs and 254,554 bushels or 82.4% from American.

"Again quoting, 'Maine Canneries in the past few years, have made no attempt to improve the quality of their pack', and 'Maine packers have let the quality of their pack run down!' Does the author know of the events of the 1929 session of the Maine Legislature when our sardine packers appeared and insistently and effectively demanded legislation which should provide official supervision of every can of sardines packed within the State with statutory requirements as to quality and count of fish and amount of oil per can? Does he recall that the packers at that time voluntarily imposed upon themselves a tax amounting, sometimes, to \$20,000 per year for the enforcement of such legislation and the setting up of an inspection service? Has he, in recent seasons, visited the Maine canneries or learned of their new equipment and methods and up-to-date sanitary regulations? We know nothing of food packing requirements of foreign lands but we do know, and any interested consumer may assure himself, of the clean floors, tables and utensils, the rushing streams of pure water, fresh and salt, the quick transition from ocean to can, the clean attire and careful work of the packers, abundance of golden vegetable oil, forced with mechanical precision into every can, the almost universal use of gaskets and State inspection at every stage of the process, beginning with selection of fish at the weirs. Visitors are welcomed in every factory on the Maine coast, for the packers know that their visitors will go away satisfied consumers. Critics of the present day product of Maine's canneries are thinking in terms of thirty years ago.

"What is the truth about Maine Sardines? The real truth is that we have a few factories in operation, packing some of the best, safest, cheapest and most convenient of all the delectable and attractive food products offered the American consumer, and at prices never before approached. These factories will make this year about one-quarter to one-third of a normal pack from all selected herring, of uniform size and quality, gathered in boats that are the fastest in any similar service. The fish are sorted, washed and cooked according to latest methods and packed by experienced women who must meet every health test. This operation of packing in the cans is now the only one in which the fish are touched by human hands.

"The short pack of 1932 is not to be charged entirely to

scarcity or quality of fish, but rather to inadequate protection against goods which are a product of foreign labor, and to a lack of consumer appreciation and knowledge of the excellence of the domestic article. Under these conditions many packers have hesitated.

"The statements that 'Price cutting and keen competition among themselves' and 'Lack of organization to provide against overproduction' are among the causes which have brought 'havoc' to the Maine packers are true but these can and will be removed within a very few years."

Maine Sardine Packers Optimistic

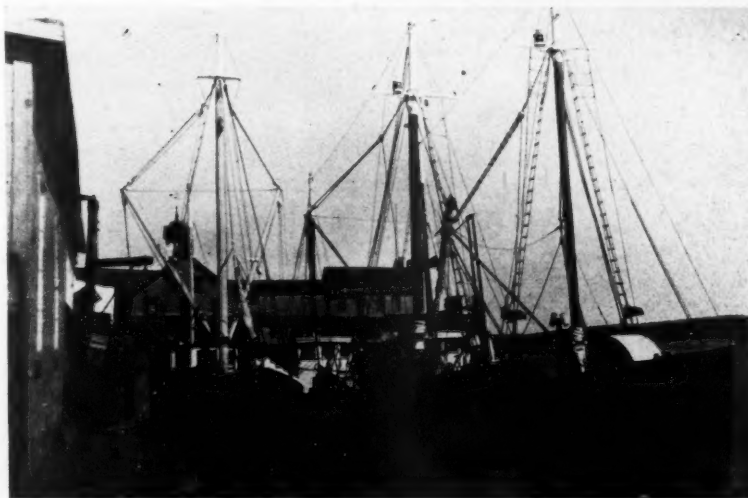
The action of the Customs Bureau which has notified Norwegian importers not to dispose of their stocks here until an investigation into anti-dumping claims can be made has already had a salutary effect on the Maine pack. Maine packers are more optimistic than for some time and feel that if favorable action is taken on the overloading of the

"The Kennebec River is not at the present time suitable for the migration of salmon. We tried at the last Legislature and probably will try again to have laws passed which we believe in due time will bring about better conditions, and will aid in bringing back the salmon to many of the rivers.

"The Saco River, last year, showed signs of coming back as a salmon river and fishways were installed at Biddeford and Saco for the purpose of taking care of them. If it is found that runs will be made there, then other dams up the river will have fishways installed.

"The Penobscot and Dennys Rivers seem to be holding their own. However, the Narraguagus and several small streams, and also the St. Croix, are showing good salmon runs. The Machias was especially good in the last two years. I am of the opinion that as soon as business picks up and the different manufacturing plants get back on their feet, this

The "Madeline and Flora", Capt. Chas. Carver; the "Virginia R.", Capt. Lew Wallace, and the "Friendship", Capt. Cleveland Burns, landing 3,500 gallons of scallops at Rodney Feyler's plant in Rockland, Maine.



market with the foreign article, as now seems likely, next season the local pack will be the largest in many years.

Herring Prices Up

Sardine prices soared in early November, prices for fish at the weirs ranging from \$6 to \$14.50. This price was paid when the weirmen adopted auction rule. Fish have been fairly plentiful in the "Irish Channel" and as high as 40 hogsheads were taken by one weir in a single day's fishing. Comparatively small lots were sold for \$6, \$7, \$8 and \$12 a hogshead, while the highest price was \$14.50 paid by Captain Arnold Cline who runs the sardine boat *Medric*, for the R. J. Peacock Canning Co., Lubec. The aggregate catch for the Channel weirs was 100 hogsheads a day for several days.

On November 22 the Deer Island weirmen were disposing of their sardine herring to the smacks at from \$8 to \$12 and even higher a hogshead. Unfortunately such prices were only an end-of-the season spurt.

To Bring Back Sea Salmon

Speaking of the effort Maine is making to bring back the sea salmon to its rivers by building fishways, Commissioner George J. Stobie, of the Inland Fisheries & Game Department, tells the ATLANTIC FISHERMAN: "The U. S. Bureau of Fisheries sent an Engineer of Fishways here for the purpose of helping the Department in bringing about better conditions. This Engineer made a survey of most of the principal waters of the State, and then submitted plans for the changing over of fishways and the building of others in places where he considered it necessary. Many of these have been rebuilt to suit his specifications. Others have not been built due to the fact that concerns owning the dams are not inclined to do this work at the present time, although all of them are perfectly willing to go ahead as soon as business conditions have changed.

situation will be greatly improved. We have employed an Engineer who has full charge of this work now and is doing a great deal towards bettering conditions."

Jonesport

George O. Beal, Gray dealer, reports the recent installation of a 6-72 Gray for a lobster buyer of Beals Island, and a 4-44 for Thurman Beal, fisherman, also of Beals Island.

Double-Gauge Measure

Leon Smith, lobster buyer and fisherman says that the new double-gauge measure, if adopted, will practically put the Eastern Maine lobster fishermen out of business, stating that there are now so many traps and fishermen that they have fished down to the present measure. The double gauge of from 9 to 13 inches would, he says, work a hardship. Mr. Smith says the eye socket measure is the only one that cannot be tampered with by breaking smellers and stretching the tails.

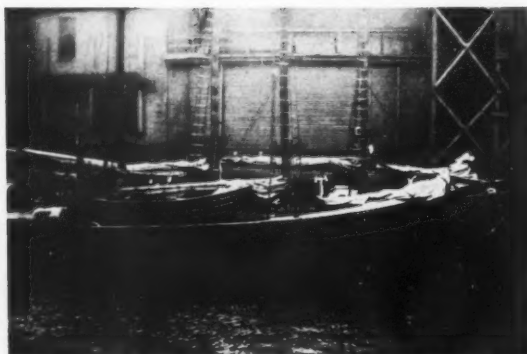
The Eastern Maine fishermen catch very large lobsters during the Winter fishing, and if they had to throw back the big ones the production would fall off to a very great extent.

Thomaston

Recent sales by Bill Hall, Buda representative for Maine, were a 4-cylinder 25-45 h.p. Buda to Ed. Bailey of New Harbor for his 26 ft. fishing boat designed and built by Mr. Bailey, and which attains a speed of 12 m.p.h. Also a 4-cylinder 25-55 h.p. to Kelsey & Alley, boat builders of South Bristol, to be used in a cabin cruiser built by them for party work.

Kennebunkport

B. F. Warner, boat builder, sold a 38 ft. fishing boat to Winslow Elms, to be called the *Ellie S.*, and powered with a 50-60 Red Wing Engine.



The "Verna G.", owned by Capt. Bickford, of Vinal Haven, Maine. She is equipped with a 50 h.p. Murray & Tregurtha engine, Willard batteries, Hyde propeller and Shipmate range.

Beals Island

Elton Beal, Kermath and Farr engine dealer, has been busy with new engine installations, and repairing old engines of all makes in his machine shop.

Portland Concern Incorporated

The Cooperative Fish Co., of Portland, has been incorporated with Ole C. Christiansen, President, and L. H. Palmer, Treasurer. Christiansen has a large gill-netting wharf at South Portland, and is considered one of Portland's premier fishermen.

Largest Shipment of Eels

The largest shipment of live eels from the Machias region in many years was made when Connors & Clark sent 3000 pounds to Boston in barrels. They ran from a pound to a pound and a half in weight and are in big demand in Boston and New York.

High-Liner

Capt. Jay Hunt who trawls out of Portland in a Hampton boat, was high-liner at Portland on November 24th among the small boat fishermen, landing a 4,000-pound catch, an unusually heavy fare for this type of vessel.

Sells Shark's Liver

Duane Chute recently captured a shark in a sardine weir at Campobello and sold the liver to Hartley Wentworth's oil refinery at Fairhaven, the price paid being \$21. Cut up, the liver filled seven pork barrels!

Sells First Load of Fish Meal

The first truckload of fish meal to be used for poultry feed was sold recently by G. H. Lyon & Son, of Eastport, to Earl Higgins, of Dennysville, for distribution among the poultrymen of that town. Tests at the Maine Experiment Station show that fish meal is one of the best and least expensive poultry foods and it is believed that considerable of an industry may be built up along the coast in utilizing waste fish.



Wharf of the Hathaway Oil Co., New Bedford, Mass., Shell oil distributor.

New Bedford

Again Re-elects

Mayor Charles S. Ashley

By J. J. Killigrew

MAYOR Charles S. Ashley, New Bedford's perennial municipal pilot, added another term to his record as the country's oldest mayor in years of service by recently winning re-election.

The 74-year-old veteran who has been New Bedford's mayor off and on for more than 40 years won an easy re-election, and will serve his 26th term.

New Bedford Captains

Capt. Hans Haram, of the schooner *Viking*, has fitted out for dragging.

Captain Fred Nicodemus is making large catches in the schooner *William H. Killigrew*.

Capt. Mike Smith of the *Mary* certainly showed the boys that he still can catch fish, bringing in some nice trips, with the crew sharing well.

Capt. Bill Meade in the *Martha Murley* sailed to the grounds on November 22 after overhauling.

Capt. Cleve Burns has finished scalloping on Georges, and has fitted out for the South.

Capt. Eric Besso, since he has been skipper of the schooner *Mary R. Mullins*, has certainly made a remarkable record.

Unique Ornamentation for New House

The new house building for Chester F. Hathaway of the Hathaway Machinery Co. of New Bedford, on the West Side of Fort Street in Fairhaven, is to be adorned by a unique ornamentation over the front door. Over the door there extends the prow of a typical New Bedford fishing boat, and the bowsprit extending out from the bow is to serve as a flagstaff.

The model of the boat's bow is fashioned exactly like a boat, even to the caulking of the seams, and as the rain or snow falls in the boat it will flow back to the gutter over the door.

This is not the complete ornamentation, for later on there are to be anchors attached to the bow, a further symbol that the house is the home of a man connected with the sea.

Famous Whaling Skipper Dies

Capt. Wallace S. Ashley, one of New Bedfords' few remaining old-time whalemens died at Snug Harbor, Saturday, November 19. He was 76, and had lived at the Harbor for four years.

Capt. Ashley was born in New Bedford, and from this port he sailed on whaling voyages which took him through the seven seas up and down the world. He started as cabin boy and rose to skipper.

His first voyage began October 19, 1369 when he was 13 and was made on the bark *Sea Ranger*, under command of Capt. Charles E. Allen.

Other vessels on which he later found a berth included the *Hunter*, *Admiral Blake*, *Osprey*, *Carrie E. Woodbury*, *Hope On*, *Mary E. Simmons*, *Bounding Billow*, *Jessie Freeman*, *The Belvedere*, *Threasher*, *Monterey*, and the Chilean bark *La Pearia*.

Moved into New Quarters

L. S. Eldridge Co., has moved into the New Bedford Fish Co. building, where they will operate.

"Sea Rover" Lost

John Highwater, of Brooklyn, one of the crew of the fishing trawler *Sea Rover*, Capt. Domingoes Godinho, lost his life in an heroic effort to swim ashore through heavy seas off Norfolk, Va., on November 22. The vessel was stranded and Highwater tried to swim to shore to summon aid for the vessel and his shipmates.

The vessel which probably was a total loss, was owned by the Hathaway Machinery Co., of New Bedford.

Great Lakes Fishermen

ON the whole, fishing in Oconto, Wisconsin, and vicinity, either pound net fishing or gill net fishing, does not come up to last year. Weather conditions have been very unfavorable; cold snaps, with periods of high winds followed by snow, have made gill net fishing very uncertain, while more or less floating ice has ruined several pound nets.

Herring, the principal fish caught here during the Fall season has not been as plentiful as in the preceding years. The normal run of herring begins early in October and remains more or less steady until about Thanksgiving day, after which time there is danger of Green Bay freezing over, thus imperiling the nets.

However, this year the herring did not show up in any amount until about the first of November, and even then there was little activity until the last week in November. How long they will continue to get lifts is problematical, owing to the uncertain weather conditions; as any morning may see Green Bay coated with ice.

During the Winter months, when the bay is frozen over, there is a revival of fishing, mostly gill nets set through the ice for herring, suckers and perch; and a few rigs similar to those owned by W. J. Lesperance fish for trout and whitefish. Pound nets are not used much during the Winter, owing to the difficulty of setting them under the ice.

Glen Arbor, Michigan

Charles Gibson & Son have been getting some good catches of trout. The whitefish season opens on December 15, and they are all ready for it.

Value of Proper Packing

The recent contract of the Cooperative Fisheries Association with H. Christiansen & Sons of Duluth, has been productive of results. In a report made by the buyer it was stated that only one keg out of each hundred was found short in weight. There were no complaints of sour fish and the pack was termed as remarkable and the best ever turned out in this area. The last year of low prices and restricted markets has taught the fishermen the value of properly packing their product and it is hoped the lesson will be of lasting effect.

"Irene" Rescued

During one of the most severe storms, a local yacht, *Irene*, broke from her anchor at Grand Marais Harbor and saucily disappeared in the darkness of night and the storm. The next day upon discovering her loss the Coast Guard finally sighted her about ten miles off shore. Captain H. R. Rogers boldly assayed to rescue her and with a small crew in his large cutter buffeted the mountainous seas and in an hour was abreast of the *Irene*. It was then that the skill of the commander was plainly exhibited when he brought the cutter alongside the *Irene* in a heavy roll and boarded her.

"Lydia" Sunk

Five persons were reported drowned on November 25 when the fishing tug *Lydia* sank in the channel at the entrance to Grand Marais Harbor in Michigan. Coast Guards had not recovered any of the bodies the following day. The *Lydia* was commanded by Capt. Louis Larson of Racine, Wis.

Two other vessels were reported in distress off Caribou Island, the *Isabella* in command of Capt. James McDonald, of Grand Marais, and the *Joseph Addison*, commanded by Capt. Palmer Masse, also of Grand Marais.

Closed Seasons

The Minnesota shore of Lake Superior has suffered a prolonged lull in the fishing industry due to natural causes and the restrictions imposed by State laws. The State laws provide for a closed season on herring between November 15 and 30, on ciscoes during the entire month of November and for trout between Nov. 10 and 30th. Due to the prevailing economic distress, Governor Olson exercised his executive prerogative by permitting each fisherman to fish herring during the closed season limiting his catch to 400 lbs. per week. This order went for naught as Dame Nature was in a turbulent mood and kept the lake in an uproar of terrific gales.



The "Sport", owned by Capt. John Paulson, of South Haven, Michigan. She is 30 ft. long; 8 ft. 6 in. beam, and is powered with a Kahlenberg engine.



The party fishing boat "Arlene", operated by Frank Dwight, of Scituate, Mass. She is 50 ft. long, and is powered with an 8-cylinder, 200 h.p. Speedway engine, and equipped with Willard batteries, Hyde propeller and Shipmate range.



Joe Dears, well known Provincetown skipper, sampling a new crop of "skully-jo".



The dragger "Cormorant", of Provincetown, Capt. Needham Rogers, stranded after the recent storm at Provincetown.

Nova Scotia United Maritime Fishermen Hold Annual Convention at Halifax

THE passing of resolutions crystalizing the needs of the fishing industry of Nova Scotia and voicing the demands of the thousands of fishermen dwelling on the coasts of Nova Scotia, and the re-election as president of Alfred Hanlon, featured the annual convention of the United Maritime Fishermen, held at Halifax. The delegates called for legislation against steamtrawlers, the re-establishment of the Ministry of Fisheries and other steps on the part of the government to stimulate improvement in the Atlantic coast fishing industry.

The other officers elected by the fishermen were as follows: Vice-President, Norman Sollows, of Port Maitland; Directors, E. Taylor, Port Bickerton; Alfred Doirion, Barrachois; W. E. Webb, Harbor Boucher; Bert Wilcox, Louisburg; H. H. Boudreau, Petit de Grat; Leonard Loggie, Burnt Church; D. Cormier, Grand Etang; Edwin Murphy, P. E. I.; James B. MacDonald, P. E. I.; W. A. Sullivan, Herring Cove; Norman Sollows, Port Maitland, and J. F. Deveaux, Magdalen Islands.

New Motorboat Launched

The new motor boat built for Antoine N. d'Entremont, of Lower West Pubnico, by Oscar d'Entremont was launched recently. The boat is 42 feet long and 11 feet wide, and will be used for the lobster fishing in Winter and swordfishing in Summer.

Lunenburg Fishing Film

By H. R. Arenburg

E. H. ANSTEY, Film Director of the British Marketing Board was a visitor at the regular November meeting of the Lunenburg Board of Trade when he addressed the members in connection with his work. Mr. Anstey came to Canada from England on board H. M. S. *Challenger*, arriving at Halifax. During the Summer months a survey was made along the coast of Labrador and numerous films were made depicting the methods adopted in the fishing industry in that section of the country. He arranged to take a trip on one of the Lunenburg fresh fishing fleet in order to secure film pictures of the method of catching fish and other details in connection with the operation of the Lunenburg deep sea fishing fleet. On his return to port he will secure pictures of the curing of fish and other interesting details to be found in the industry. A film something after the style of "Drifters" which was based on the operations of the British North Sea fishing fleet will be prepared and placed on exhibition in the moving picture theatres throughout the British Isles and other parts of the British Empire.

Liverpool Plant Under New Management

The Seven Seas Fisheries Plant at Liverpool, recently purchased by Nickerson Brothers, has been undergoing reconstruction and when this work is completed the plant will again go into operation under the new management.

Schooner Being Rebuilt

The auxiliary schooner *Maggie Bell*, owned by F. C. Harrigan of Halifax, is at Mahone Bay where she has been practically rebuilt by Burgoyne Brothers. The vessel has been re-topped, lengthened four feet and is having a new engine installed. She will engage in haddocking out of Halifax, carrying six dories.

Fresh Fishing

The small auxiliary schooner *Alma M.*, Captain John Sperry, of LaHave, is fresh fishing out of Halifax.

Obed A. Hamm

Obed A. Hamm, designer of yachts and racing fishermen, a skilled mechanic and an exceptionally clever wood worker, died at his home in Mahone Bay at the age of 62 years. Well

known throughout the Maritimes for his work, his shipyard at Mahone Bay was one of the best known in the Province, and his yachts ranked high for speed and grace. He began his boat building career when a young man and his fame steadily increased. Perhaps his most outstanding product was the Q sloop *Gem*, which he built for A. F. Mackintosh, then Commodore of the Royal Nova Scotia Yacht Squadron, from a design made by George Owen, famous Boston naval architect. The largest boat that Mr. Hamm ever built was the schooner yacht *Grilse*, constructed for a Philadelphia owner. His last product was the *Escadil II* which he built for the late Dr. Robert Norwood. Mr. Hamm designed and built the fishing schooner *Mayotte* which was at one time slated to race the champion *Bluenose*. The race never came off, however, for the *Mayotte* was dismasted at sea and the crew were rescued by Captain Manning of the *Canadian Pathfinder*.

Capt. Arthur Ritcey

Riverport mourns the death of one of its foremost and most popular citizens in the passing of Captain Arthur Ritcey, who died after a painful illness of several months, at the age of 58 years. He was one of the successful fishing captains of the county. Among the vessels he commanded were the *Yukon*, *Jannie E. Ritcey*, *Francis Gardner*, *Araminta*, *Jennie Elizabeth* and *Baby Grand*. Deceased was a member of the outfitting firms of Ritcey Brothers, Limited, Riverport, and W. C. Smith & Company, Limited, Lunenburg.

Dover Building Motorboats

By Cecil Boyd

TWO large motorboats are at present under construction at Dover, a fishing village five miles or so from Canso.

The boats are being built by the Fishermen's Federation of that place, in connection with their Co-operative canning factory, which they operated for the first time during the lobstering season last Spring, with successful results. The fishermen are giving their own labor free, under the foremanship of Capt. Wesley Munroe, of Whitehead, Guysboro County, who is a well known boatbuilder. The boats will be used during the lobstering season next Spring, as smacks to collect and carry the fishermen's catches to their lobster factory. After the lobstering is over, the smacks will be used in codfishing. They are over 47 feet in length.

Fishermen's Conferences Scheduled

A series of Conferences for fishermen were scheduled to be held at important points in this district, early in December. The date set for the Canso one was December first. Prof. A. F. Chiasson, of the Fisheries Department, addressed the fishermen. This address summarized the result of his researches, and is to be published shortly in booklet form. Other speakers at this conference were R. J. MacSween and D. E. MacPhee.

Cargo of Cured Fish for Gloucester, Mass.

The motor ship *O. K. Service III*, Capt. Seth Himmelman arrived in Canso last week from Port Hawkesbury, and cleared for Gloucester, Mass., with a full cargo of cured fish from the fishing district of Cheticamp, Inverness County, Cape Breton. Below deck, she carried over 272,000 pounds of pickled codfish, and above deck, 186 barrels of salt mackerel and salt mackerel fillets. Most of the cargo was consigned to Frank C. Pearce and Co., and the remainder to Davis Bros., from Captain Delbert Wilson, who has been at Cheticamp during the past Summer, assisting the local fishermen in the proper care of their manufactured fish products.

Trading Vessels Arriving from Labrador

Vessels engaged in fish buying and trading on the Labrador coast are returning home, and one or two have called at Canso recently. The motorship *Nova II*, Captain George Schmeisser, reported in with 1550 quintals of dried codfish consigned from the Clark Trading Co., Bradore Bay, Labrador, to A. Smith and Co., Halifax. The *Nova* reported a very rough

passage, the trip having taken much longer than expected when leaving Halifax in October. They called at several ports on the Newfoundland coast on the way home. The schooner *Silver Thread*, Capt. S. F. Cox, of Halifax, which trades every Summer along the Labrador coast, reported here with 2,200 quintals of dry fish for Halifax.

Mother Ship "Arleux" Stationed

The C.G.S. *Arleux*, Captain Harry Cousins, has arrived here and will be stationed at Canso until the Winter fishing season is over, along towards the end of January, or perhaps somewhat sooner, according to weather conditions. The *Arleux* will perform the duties of Mother Ship for the boat fishing fleets of Canso and nearby sections of Chedabucto Bay.

Winter Haddock

Line-fishing has not improved much. The weather has continued rough and very changeable, but boats that took advantage of the few fine fishing days during November, found fair fishing. As the month of December draws nigh, it is time for the Winter haddock to be showing up on the grounds. While a few haddock have been taken lately, old-timers feel that the weather has been too much on the soft side to bring them on the shore. The sharp cold snap just beginning may settle the weather, and help things along in this line.

P. E. I. Oyster Beds

By M. E. McNulty

THE oyster fishery started out this season with prices at \$3.50 and \$4.00 per barrel at the Prince Edward Island points nearest the Orwell River, Pownal Bay, Vernon River, Seal River, West River and East River beds. The prices were about \$1.25 higher at the same time last year. The Montreal market has been taking most of the oysters, although cities in the Maritime Provinces, and also Boston, have been destinations for oyster shipments from P. E. I. since the season opened early in October. The demand did not really start until late in October, as the weather was considered too warm by the buyers for shipping the oysters in the ordinary box cars.

The beds have been giving up more oysters than at any time since the P. E. I. shores were flush with the bivalves about 20 years ago. Then came the famine, and present indications are that the oysters are to be abundant indefinitely, if the fishing is properly regulated. Thin shelled oysters less than four inches long, and hard shelled oysters less than three and a half inches long, are under fishing ban on P. E. I.

David X. Coughlan

David X. Coughlan, who died recently in Boston, did considerable business with fish producers in New Brunswick, chiefly the Bay of Fundy and Bay Chaleur. He visited most of the New Brunswick fishing ports each Summer and Fall, making several trips from the latter part of April until the middle of November. He bought fresh and cured fish from the producers, and also handled fresh and cured fish on commission, selling the fish to Boston retailers. He was born and reared in St. John, N. B., and was 72 years old. He had been living in Boston about 40 years.

Navy Island Residents Forced to Move

Amos Cogswell, veteran St. John harbor fisherman, has moved his family from Navy Island to the Carleton (West St. John), mainland. The Harbor Commission has ordered all residents of the island off, and the Cogswell family was the first to go.

All of the families living on the island and ordered to move, are in the fishing industry, in St. John Harbor. It is understood that all of the people on the little island will be forced off before next Spring. The Harbor Commission announces it needs the island for reclamation. The harbor development work has revamped the fishing lineup of West St. John, fishing families on the mainland having been forced out within the past two years, to prepare for docks and yard space. Most of the moving has been to farther up Carleton, including along the strait shore, where fish sheds have been built and repaired, to hold the gear, and also for curing and drying.

"The best on the market"

said J. W. Christopher,
when asked about the
Exide-Ironclad aboard
the "Amherst"



The "Amherst" owned by the General Seafoods Corp., heads out of the harbor. Chief Christopher is confident of bright lights for many more trips... she's Exide-Ironclad equipped.

"OUR Ironclad is over 2 years old," the Chief continued, "and is giving good service. It takes care of the lights when our engines and generators are shut down, and the overload without any trouble, because it's floated on the line."

And in an emergency (generator failure) this Exide-Ironclad Marine Battery will keep lights and all important pumps going aboard this trawler, too. Being floated on the line, it is automatically recharged when generators are running.

Ask the Chief or Captain of any Exide-equipped boat what he thinks of Exide-Ironclad Marine Batteries. If you do, the chances are you'll buy Exides when you buy batteries.

Send for booklet about Exides and their many uses. Or, talk to an Exide representative. There's one near your port.

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BATTERIES

THE ELECTRIC STORAGE BATTERY COMPANY
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THE WORLD'S LARGEST MANUFACTURERS OF STORAGE
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Exide Batteries of Canada, Limited, Toronto

TANGLEFIN NETTING



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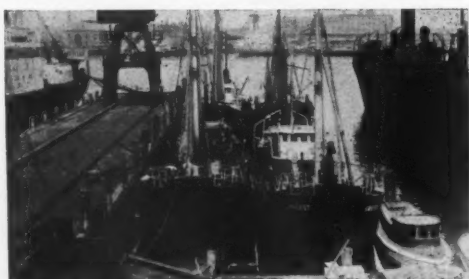
LINEN AND COTTON GILL NETTING
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MANUFACTURED BY
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80 FEDERAL ST., BOSTON, MASS.

BRANCHES AT GLOUCESTER, MILWAUKEE, ERIE AND JACKSONVILLE

Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Ideally situated on Boston Harbor and with complete facilities, Bethlehem's Fore River Plant and Simpson Works and Atlantic Works are in an excellent position to offer to the fishing industry a prompt and efficient service for the repairing and reconditioning of trawlers, and for the construction of new tonnage.

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BETHLEHEM SHIPBUILDING CORPORATION, LTD.

General Offices:
General Sales Offices:
(East Coast)



Bethlehem, Pa.
25 Broadway,
New York City

Among The Landings at Fulton Market for November

	Pounds		Pounds
<i>Aeolus</i>	10,000	<i>Julia</i>	56,000
<i>Anna C. Perry</i>	10,000	<i>Martha M. Murley</i>	83,000
<i>Bryson</i>	11,000	<i>Mary</i>	43,000
<i>Chas. E. Beckman</i>	54,000	<i>Mary P. Mosquita</i>	47,000
<i>Chas. S. Ashley</i>	101,000	<i>Mary R. Mullins</i>	55,200
<i>Clinton</i>	32,000	<i>Massasoit</i>	41,000
<i>Dagny</i>	33,000	<i>New Bedford</i>	85,000
<i>Doris Amero</i>	36,000	<i>Newcastle</i>	21,000
<i>Elizabeth</i>	20,000	<i>Newfoundland</i>	55,000
<i>Fannie S.</i>	36,000	<i>Penguin</i>	110,100
<i>Four Sisters</i>	46,000	<i>Pioneer</i>	86,000
<i>Francis J. Manta</i>	27,000	<i>R. Eugene Ashley</i>	48,000
<i>Friars</i>	25,000	<i>Sea Ranger</i>	97,000
<i>Hope Leslie</i>	15,000	<i>Tern</i>	40,300
<i>Irene</i>	10,000	<i>Wamsutta</i>	44,000
<i>Ivanhoe</i>	50,000	<i>Wm. H. Killigrew</i>	55,000

Many Interesting Facts Revealed by Woolsey Bottom Paint Tests

LAST August, the C. A. Woolsey Paint and Color Company, of Jersey City, announced that it had initiated an extensive series of bottom paint tests. The object of these tests was to determine definitely, if possible, ideal formulas, for boat bottom paints under any and all marine conditions.

To accomplish this, a large number of test panels, wood and steel, were carefully painted with various types of bottom paints, including those manufactured by Woolsey. These panels were submerged, last April, off the coast of North Carolina and have been examined monthly and subjected to close study.

Much interesting and valuable information has been secured. Although the test will continue for another month, the conclusions, thus far arrived at, are of such interest that they bear comment.

Complete written reports as to the condition of the panels have been made on each inspection. These reports are being carefully tabulated so that definite data may be secured, particularly in regards to just when and at what point various bottom paints begin to lose their effectiveness.

Many of them failed from the beginning, as far as anti-fouling properties were concerned, although the paint underneath the growth remained in good condition, thereby protecting the panel itself from becoming water-logged. Others were surprisingly effective in retarding marine growth, but only for a short period of time when they seemed to lose their value in this respect, after which period the growth was very rapid. Other types, through poor adhesive qualities, did not remain on the surface long enough to be of any benefit and the panels immediately began to show the effect of the ravages of the teredo worm on the unprotected portion of the panel.

The ideal under-water paint would be one which would not only be a good primer to keep the water from soaking into the wood, but one which would remain intact, be a protection against teredo worms and other borers of various kinds, and resist all types of adhering marine growths. Woolsey claims, from latest reports, that they will have some such panels to exhibit to interested boat owners at the Motor Boat Show next month.

One of the many purposes of this test was to prove certain definite theories Woolsey has regarding the production of a real satisfactory green bottom paint. It is freely admitted that there is nothing more handsome than a brilliant green bottom for pleasure craft, but it is a well known fact in marine circles that there never has been an altogether satisfactory green. Due to the peculiar properties of the ingredients heretofore used in the manufacture of green bottom paint, it has been impossible to obtain the same anti-fouling qualities in a green as in red or brown. It has been Woolsey's contention

WOLVERINE



Fishing Boat "SEBASTIANA C."

Gloucester, Mass.

86 ft. long, 18 ft. beam, 8 ft. draft

150 H. P. 4-cycle "Wolverine-Diesel"

Engine—Speed 10 knots

**Positively Reliable, Simple in
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The "WOLVERINE" has them all.

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Wolverine Motor Works, Inc.

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that the problem has never been scientifically approached to determine the possibility of producing a satisfactory green paint by altogether different methods. For the past several years, they have been experimenting in their laboratory at Jersey City with some radically different ideas along these lines, and although not now prepared to make a definite announcement, Woolsey feels safe in saying, they state, that their tests this year will prove conclusively that they have achieved the result desired and expect to be able to offer a bright, brilliant, positively anti-fouling green paint next year; one that is not only foul-proof, but also fool-proof.

There have been several interesting side lights on this series of tests. There have been several cases where the steel chains from which the wooden panels were suspended, have been absolutely eaten away by corrosion and have had to be replaced although the wooden panel itself, properly protected with good paint, was in perfect condition.

Numerous steel panels were also submerged. Some of these panels were so badly corroded within one month's time that the identifying marks on them could not be found and two or three months later the steel panels themselves had disappeared.

It has almost universally been understood that a pure copper sheet on the bottom of a boat would not only resist the teredo worm but would resist marine growth as well. In this series of panels, one of pure copper was submerged. At the time the latest report was made, this panel had been in the

water six months. It was completely covered on both sides with barnacles and grass; firmly adhered.

This test will be completed by the end of December at which time all the panels that still remain intact will be withdrawn, carefully crated and returned to the Woolsey Laboratory. It is hoped to have them on display at the Motor Boat Show where they should make a very interesting and valuable exhibit to marine men in general.



The Gloucester schooner "America", 84 ft. long; 18.4 ft. beam; 11 ft. draft, and powered with a 150 h.p., 4-cycle Wolverine Diesel engine. Equipped with Hatha-way winch, Whitlock cordage and Kinney clutch.



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Red Fish Net Preservative
 Takes 50% reduction. No heating. Will not settle dry or hard while using. Adds life to your nets and is economical.

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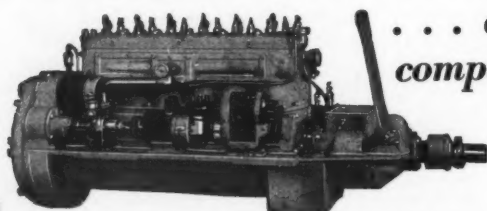
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 Jersey City, N. J.

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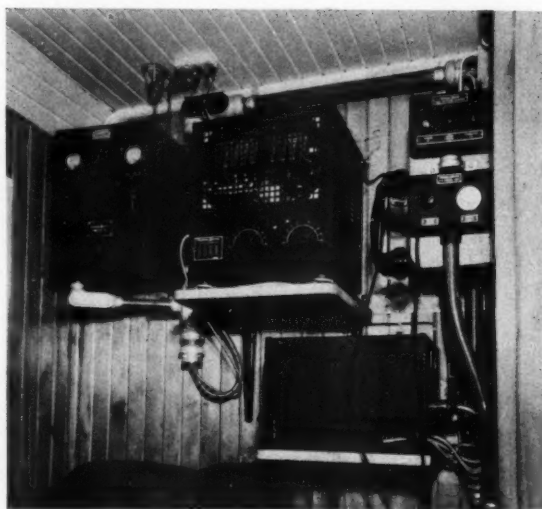
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Radiotelephone equipment on board the "Flow".

Radiotelephone For Fishing Vessels

SINCE the establishment of Radiotelephone Service with the steamship *Leviathan* in 1929, many other trans-Atlantic liners have been provided with the service, and this new means of communication has become a part of the daily life of passengers and crew. Such a service, however, is not applicable to smaller vessels operating at much shorter distances from shore, owing to the high cost of the powerful apparatus required.

For such vessels a new type of lower power equipment has been developed, which will, in many cases effect definite economies in water craft operation. No special operator is required, and although the captain or some member of the crew must secure a license to operate the transmitter, this is a very simple procedure. It need only be shown that the applicant is familiar with the operation of the radiotelephone.

The Boston Marine Radiotelephone Service provides telephone communication to and from water craft operating in Boston Harbor, Massachusetts Bay and the New England coastal waters. Actual demonstrations of the service on fishing craft during the most unfavorable seasons of the year have proved its effectiveness over distances as great as 300 miles, and studies indicate that satisfactory communication may be secured during daylight hours over distances as great as 500 miles.

Fishing vessels operating on or near the fishing banks will find the new Radiotelephone Service a decided advantage in providing a shore contact for the exchange of instructions, for receiving weather and market reports, and for reporting arrivals or delays due to storm or disability. In times of emergency a contact with the shore may mean the saving of lives and property.

Information may readily be exchanged between vessels of a fleet and with the owners on shore, pertaining to the details of the catch; by this means, two or more boats may secure good catches where, without communication, each boat must depend entirely on its own luck, and in many cases return with a poor catch.

Here's an example, as interesting as it is practical: The *Gertrude M. Fauci* was fishing on Georges, and was making a good catch. In the same general vicinity, the Bay State trawler *Flow* was not having a good catch. Her master called the *Fauci* to ask what luck. Captain Ducette gave Captain Ness his bearings, invited him over, and the result was a good catch also for the *Flow*. Captain Ducette was glad to do this as it repaid in part many courtesies previously extended to him by Captain Ness.

Scituate, Mass.

THE South Shore Fishermen's Association, with headquarters in Library Hall, Scituate Harbor, boasts of a membership of over 40 fishermen from Scituate, Hull, Weymouth and Cohasset. Frank Lean is President; Leon Hatch, Vice-President; R. Bartlett, Secretary; and Tom Harris, Treasurer. This Association holds meetings twice a month.

Numbered among the most successful lobster fishing centers, Scituate is also noted for its fine fleet of party fishing boats.

Capt. David Dyer, popular lobster dealer of Scituate Harbor, has recently opened a fishermen's supply store in the center of the village. He carries Columbian, Whitlock and Plymouth rope, Frost and Carter oilskins, Vacuum boots, and will add other lines soon.

Tarr & Wonson Plant

IF ever there was a plant located in the heart of things, as applied to its own business, it is the Tarr & Wonson copper paint factory. Down in Gloucester, where the southeast storm kicks up a great fuss, on a huge rocky promontory that juts confidently out into the deep waters, stands the factory of Tarr & Wonson, Ltd., manufacturers of high grade copper bottom paints since 1863. What a location for a copper paint industry! The result of this location and constant touch with the consumer has been a paint continuously improved to meet the demand of fishing and pleasure boat owners.

Fairbanks, Morse Notice

THE Boston office of Fairbanks, Morse & Co. announces that C. T. Marshall, formerly manager of the Marine Diesel Engine Department, has left their employ, and that in the future all Diesel Engine Sales will be under the jurisdiction of V. O. Harkness, manager of the Diesel Engine Department, assisted by Earl Kimball.

Link-Belt New Sales Manager

ANNOUNCEMENT is made that Link-Belt Company has recently appointed George M. Sharer sales manager of its Eastern division, with headquarters in Philadelphia. In this capacity, he has direct supervision of sales of all of the company's offices in the Atlantic Coast States.

Mr. Sharer is a mechanical engineer of broad experience, and has been connected with Link-Belt in Philadelphia in various capacities for the past 32 years.

English Fish Fry Ranges Prove Successful Here

THE introduction in this country and Canada, of the Faulkner De Lux, English Style Fish and Chip Ranges, has been successfully accomplished by the Dougal Sales Co., 188 West 101st St., New York, N. Y.

This organization, formerly of Stamford, Conn., has moved to New York City, and plans a display of models manufactured by Faulkner & Co., Hollinwood, Manchester, England.

These Fish and Chip Ranges are beautiful in design, sturdy construction, white vitrolite enamel, and finished in stainless steel.

A number of these Fish and Chip Ranges are now in use in this country, and the users report surprising and successful results. Operated in the front store windows, frying oysters, clams, scallops, crab meat and potatoes, they have created unusual interest.

Two large three-pan DeLux Kensington Ranges are to be set up in Staten Island, New York, by two well known fish dealers, who are entering the fish fry business, frying filleted fish, seafood and potatoes.

WHITLOCK PAT'D AUG. 3, 1926. REG. U.S. PAT. OFF. WATERFLEX CORDAGE

Thoroughly water-resisting

Permanently lubricated

Easy to handle and splice—wet or dry

Always remains flexible

Kinking prevented—Rotting retarded

Lasts longer—Serves better

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HATHAWAY Flax Packed Stern Bearings

A combination stern bearing and stuffing box. The entire bearing length is composed of tightly compressed paraffin impregnated flax packing. There is no contact between the shaft and the metal housing.

These Prices were Reduced 10% March 1st

Size	Price
1"	\$ 8.50
1 1/8"	9.25
1 1/4"	9.50
1 3/8"	12.00
1 1/2"	12.00
1 3/4"	16.00
1 3/4" Extra Heavy	27.00
2"	36.00
2 1/4"	52.00
2 1/2"	72.00
3"	125.00
3 1/2"	145.00

also larger sizes

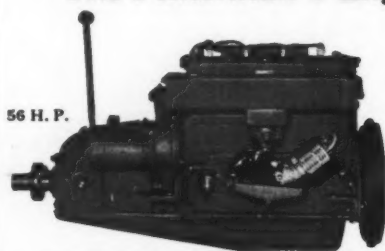
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"The Fisherman's Engine"



56 H. P.

4 Cylinders:
22-48 H.P.
25-56 H.P.
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35-70 H.P.
40-81 H.P.
45-97 H.P.
49-101 H.P.
53-105 H.P.
60-111 H.P.
68-121 H.P.

All Models
furnished with
or without Red-
uction Gear.

BUDA "Hivelo" Series

Buda "Hivelo" engines are made strong and sturdy, and the facts speak for themselves. 3-inch crankshaft. 5 main bearings in four cylinder engines and 7 mains in the sixes. Chrome nickel iron cylinder block. Pressure lubrication to all main and camshaft bearings, to piston pins and reverse gear. Oil tight packing gland. Large double annular and end thrust ball bearings. Cast iron oil pan. Replaceable valve seats. Write for Bulletin No. 764.

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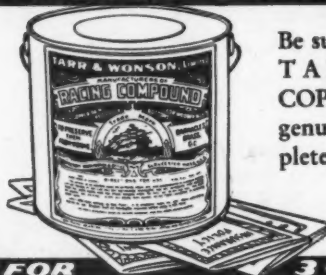
For trawling gear
on the small boat.
Small, light, com-
pact, three sizes,
No. 1 up to 2000
lbs. lift, No. 2 up
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Can be stopped or started under load.

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TARR & WONSON
COPPER PAINT. None
genuine without our com-
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mark, the full
rigged ship at sea.

FOR 3 GENERATIONS

New Worthington on "Fish Hawk"

THE motorship *Fish Hawk*, owned by Capt. P. A. Pettersen of Charleston, S. C., is powered with the new type BM Worthington Diesel.

Type BM is a Heavy Duty Diesel and especially adapted to the continuous heavy duty operation necessary for fishing vessels.

The horsepower rating is chosen for continuous duty and permits full load rating over long period of time.

Type BM is built in 2-3-4-5 and 6 cylinders united and assembled in complete propelling power plants, containing engine with flywheel, attached circulation water and bilge pump, air compressor, lubricating and fuel oil filters, a reverse gear, thrust bearing and coupling for the propeller shaft.

All parts requiring pressure lubrication, including camshaft mechanism, are sealed by oil tight covers which can be readily removed and replaced, permitting quick and easy access to parts needing adjustment.

The base is in one piece, made of cast iron with rigid transverse members bored for main bearing shells and extended to carry the reverse gear and thrust bearing.

The frame is also made of cast iron, and large doors provide complete access to the main bearings and running gear. The upper part of the frame is bored to receive the cylinder liners and the space between the frame and liners form the water jacket, openings are provided in the frame for cleaning the water jacket space.

Each main bearing consists of a concentric babbitted steel bottom shell carefully fitted in a seat in the base, and a cap of cast iron lined with babbitt. The bottom shells can be taken out without removing the crankshaft.

The flywheel is of sufficient weight to give the degree of uniformity of rotation required for the class of work for which the engine is used.

Connecting rods are drop forgings of high grade steel with marine type crank pin boxes of cast steel lined with babbitt. The wrist pins are forged solid and fitted with solid bronze bushings.

Cylinder heads are of cast iron carefully designed to give symmetrical arrangement of the valve openings and equal distribution of metal.

The exhaust and inlet valves seat directly on the cylinder head, no cages being used, and are interchangeable and made of alloy steel suitable to withstand the high temperatures, and are operated by push rods and rocker arms from the cam shaft. The cam shaft, cam shaft bearings, cam rollers and guides are assembled on an entablature which is bolted to the side of the engine frame.

The fuel injection system is of the pump timed type. Separate interchangeable fuel pumps, correctly timed, accurately meter the oil for each cylinder, the amount being controlled by the governor. The spray valves are of the automatic plunger type with multi-hole spray nozzles which insure correct distribution of the fuel oil and efficient combustion. All working parts of the fuel pump and spray valves which come in contact with the fuel oil, are of special corrosion-resisting steel.

A hand speed control consisting of a lever and quadrant is provided, and is located on the after end of engine near the clutch control lever.

The engine is fitted with a circulating pressure system of lubrication. The lubricating oil sump is formed in the lower part of the main section of the base. The lubricating pump draws lubricating oil from the sump and passes it through a strainer to the main lubricating header. This header is located in the base. From the header is a branch leading to each main bearing. The lubricating oil passes from the main bearing through holes drilled in the crankshaft to the crank pins and thence passes upward through a hole drilled in the connecting rod to the piston pin. From the end of the header another branch supplies oil to the camshaft driving gears, to the governor housing and to a chamber in the entablature which carries the valve gear. Oil feeds from this chamber



The motorship "Fish Hawk", owned by Capt. P. A. Pettersen, of Charleston, S. C., and powered with a type BM Worthington Diesel engine.

to the camshaft bearings, cams, rollers and roller guides. The reverse gear and thrust bearing are lubricated by oil from the main system supplied through a hole drilled in the crankshaft.

The engine is started by compressed air, an air check valve is fitted in the cylinder head and the admission of air is timed by an air timing valve actuated from the camshaft.

A heavy duty reverse gear and clutch is mounted in an extension of the bedplate. It is entirely enclosed and lubricated from the pressure lubricating system through the crankshaft. The clutch is operated by a hand lever located adjacent to the clutch.

Ten Years Ago in the Atlantic Fisherman

TWO new boats were added to the Nantucket fleet—sloops *Hazel S.*, and the *Nobadeer*. Both boats were built for flounder dragging, and were fitted out at New Bedford.

The schooner *Lark* was making new records during the month of November. On October 30 she arrived at Boston with 35,000 pounds; on November 2, with 33,000, and on November 4, with 30,000, stocking \$7,000 for the week. And on a four-day trip a short time later the crew shared \$189 each.

The largest single haul of spots ever made in the history of the Chesapeake Bay fisheries occurred October 23 when there were caught in one haul 750 trays, equivalent to 90,000 fish and weighing about 50,000 pounds.

On November 25 the schooner *Elizabeth Howard* arrived at Boston from Emerald Bank, making the trip, 350 miles, in 31 hours. Her average speed was better than 11 sea miles per hour. The trip had occupied 13 days and the schooner stocked \$3,000 and each of the crew received \$100.

Lobsters during the month of November were rather scarce and the fishermen were getting between 50 and 60 cents per pound, while Grand Manan fishermen were getting 75 cents apiece (averaging 1½ pounds each).

The North Carolina scallop season opened on December 1. A large number of Beaufort and Morehead City fishermen were on the scallop grounds the first day and the reports were that they did very well.

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The BRIDGEPORT "PILOT"

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Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN,
Inc., Goffstown, N. H.

BARGAINS

40 ft. x 10 ft. fishing boat, ketch rig 35 h.p. Kermath, \$900.
35 ft. 6 in. x 10 ft. lobster boat, built 1928, 35 h.p. Kermath,
\$1,100. 70 ft. x 19 ft. 6 in. x 5 ft. party or fishing boat, 60
h.p. C-O engine, \$4,500. 28 ft. x 7 ft. 6 in. hull fitted with
propeller outfit, steering gear and tank, \$250, and many others
—straight power and auxiliary. Reconditioned marine engines
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Reverse gears, propellers, etc. KNOX MARINE EXCHANGE,
YACHT & SHIP BROKERS, CAMDEN, MAINE.

FOR SALE

58½ foot fishing boat, *Mary Ellen*, 15 ft. beam, 6 ft. draft,
70 h.p. Wolverine Diesel engine. Boat and engine two
years old, in first class condition and completely equipped.
Price \$8,000. August Reiter, Greenport, L. I., N. Y.

FOR SALE

Frost-built Jonesport model, length 45 ft., beam 11 ft. 6 in.,
draft 34 inches. Extra heavy construction, excellent boat for
netting or swordfishing. Address Box FJ, ATLANTIC FISHERMAN,
Goffstown, N. H.

FOR SALE

57 ft. long, 14-6 beam, quarters for 6 men. Full Ketch
Rig. Fine boat for swordfishing, netting or dragging. Ex-
tra heavy construction. Can be made ready for fishing in two
weeks. Price reasonable for quick sale. Casey Boat Build-
ing Co., Fairhaven, Mass.

FOR SALE

1 Kongsburg harpoon gun, made in Norway, including 6
darts and ammunition, \$125. Apply Hans Haram, Schooner
Viking, New Bedford, Mass.

FOR SALE

37 ft. fishing boat, 11½ ft. beam, 3 ft. draft, not quite
finished, but all timbered, built for heavy work. Can be seen
at P. D. Humphries yard, Tiverton, R. I. Will sacrifice for
quick sale at \$300. Capt. H. N. Wilcox, Tiverton, R. I.

FOR SALE

35 ft. sport fisherman, 100 H.P. engine. Priced reasonable
for quick sale. Charles P. Nowe, Boat Builder, Hough's
Neck, Quincy, Mass.

RED WING MODEL 32 H.P. \$195.00

Starter, generator, Atwater Kent ignition, clutch and reverse
gear, new steel ring gear, in first class condition, factory re-
built, guaranteed six months. Ideal for heavy hull.

Also Red Wing "28-30", magneto ignition, reverse gear,
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